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dist

Winter Resorts

—OF—

Southern States.

ILLUSTRATED GUIDE TO SUNNY SOUTH

EXCURSIONS SOUTH,

VIA

CHICAGO & EASTERN ILLINOIS

AND ITS CONNECTIONS.

WILLIAM HILL,

General Passenger and Ticket Agent,

CHICAGO.

VANDERCOOK & CO., ENGRAVERS AND PUBLISHERS, CHICAGO.

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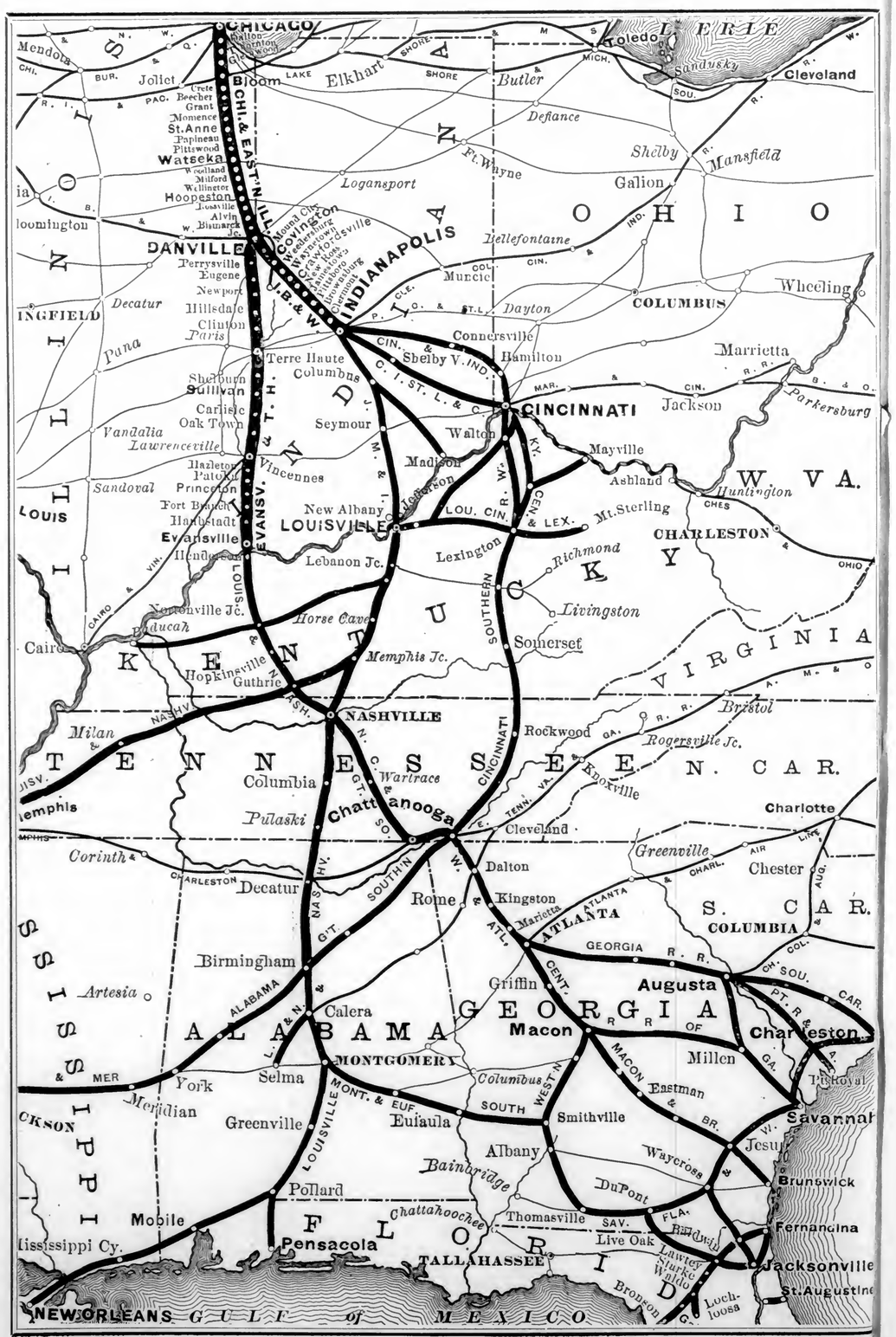

WINTER RESORTS

FOR

HEALTH AND PLEASURE

IN THE

SOUTHERN STATES

AND

FLORIDA,

"WHERE THE ORANGE BLOSSOMS GROW,"

VIA

CHICAGO & EASTERN ILLINOIS RAILROAD

DANVILLE ROUTE,

AND ITS CONNECTIONS.

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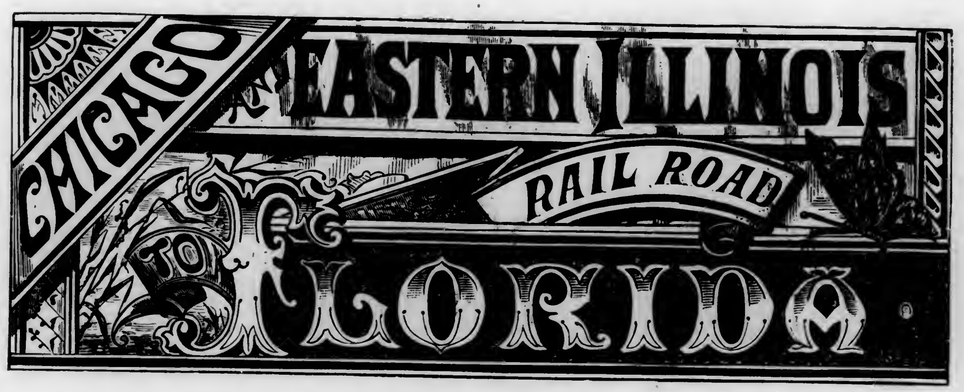

ON THE ROAD TO FLORIDA.

VIEW NEAR VINCENNES, IND. VIA THE CHICAGO & EASTERN ILLINOIS RAILROAD.

OF COURSE we left Chicago for this Italy of America in one of the elegant coaches of THE CHICAGO & EASTERN ILLINOIS train. Everybody should know by this time that this line, familiarly known as "THE DANVILLE ROUTE," is the shortest, most convenient, necessitating less changes, and *the eminently desirable* highway to Florida and Georgia, and intermediate points. We are surrounded with every comfort and convenience a railway train can possibly offer, and this line, be it remembered, runs sumptuous Woodruff sleeping coaches. The track is one continuous line of steel rail, the road-bed well ballasted and surfaced, bridges are of iron, and secure, and the country over which we pass as we speed southward from Chicago is diversified by rolling uplands and dreamy dells, farms that bespeak activity and sparkling streams of water. After leaving Danville, the surface suddenly verges into a succession of broken hills, until between Terre Haute and Evansville, it has reached sharply defined crags and high hills. Crossing the Ohio by means of a substantial transfer boat, we arrive at Henderson, in Kentucky. Over that sturdy State which has earned a reputation for strength and honor, and we enter Tennessee

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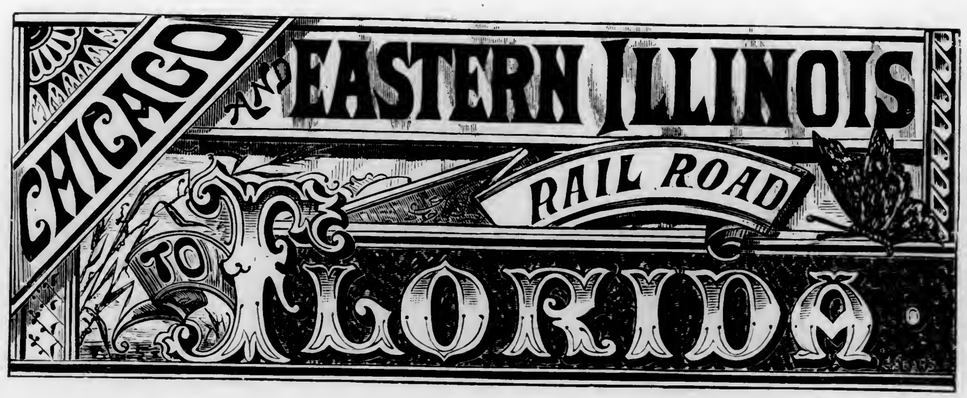
INTENTIONAL SECOND EXPOSURE



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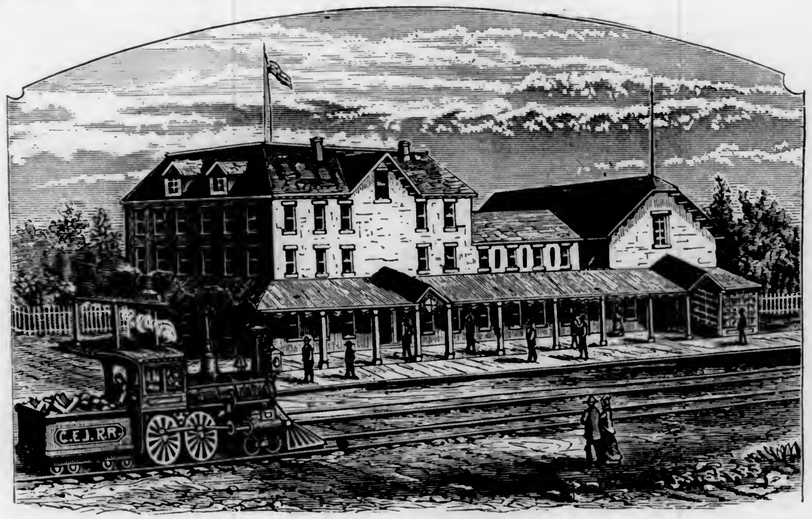
at Guthrie. More and more broken we find the surface, as we dash onward, until we find Nashville, in a wierd, picturesque medley of mountains and cliffs. Emphatically, THE CHICAGO & EASTERN ILLINOIS is the great mediator between that city and Chicago. From Nashville, one may take the popular and desirable LOOKOUT MOUNTAIN ROUTE, known under the incorporate name of THE NASHVILLE, CHATTANOOGA & ST. LOUIS RAILWAY. This road—and a better piece of track cannot be found in the United States—connects directly with THE CHICAGO & EASTERN ILLINOIS. Its scenery is sublime. Buttresses of sombre-hued rock project from mountain sides high above us, in striking contrast with the vivid greenness of the pines, mingled with the brilliant hues of frost-tinted foliage. There is rigor and iciness at the north, but this is like our early autumn. A confusing contrast to us, but one not at all displeasing. Numerous transverse ravines mark dismal earth-rents, while caverns yawn blackly from the mountains. Isolated columns stand forth against a sky of opaline lights. Far distant, the mountains are enveloped in a purple-hued, shadowy mist. Fourteen times we cross the twisting Crow Creek. We dash through a tunnel in the mountain three-fourths of a mile in length and climb a grade of 190 feet to the mile. At the Narrows, our train clings to a mere thread of earth between Land Mountain and the Tennessee River. Mount Lookout, the giant of the range, looms up grandly, later. All the way to Chattanooga, the scenery is marvelous. From this place, the route leads via Atlanta and Waycross to Jacksonville, Florida. THE CHICAGO & EASTERN ILLINOIS also leads to Charleston, South Carolina, via Augusta—to Savannah, via Macon.



ON THE WAY TO FLORIDA.
CHICAGO AND EASTERN ILLINOIS DEPOT, TERRE HAUTE, IND.

Again, THE CHICAGO & EASTERN ILLINOIS IS THE GREAT FLORIDA ROUTE VIA EVANSVILLE AND MONTGOMERY, ALABAMA, and then to JACKSONVILLE. If one desires to reach New Orleans, the Chicago & Eastern is prepared to send them there, via Montgomery and Mobile.

THIS IS THE SUPERIOR LINE TO FLORIDA, UNSURPASSED IN EVERY RESPECT. It was formerly known as the Eufaula Line. *The unanimous and emphatic decision of the throngs which have traveled from Chicago to Florida via this route during the past few years, is that it is* THE *line to ride over.* We most earnestly desire our readers not to miss an opportunity of recreation and pleasure which will forever remain the brightest of all memories, by neglecting to purchase their tickets over THIS LEADING ROUTE to the land of verdure and rest, if they design visiting Florida. *Remember the specified route.*

Florida is the land of promise for the consumptive and the debilitated who desire to escape the chill of the North. Its maritime situation is particularly beneficial in a southern latitude. The sea breeze mitigates the heat of the sun during the summer, and probably has much to do with the absence of malaria, damp fogs, and those unpleasant influences which prevail in most parts of the South, during certain seasons.

INTENTIONAL SECOND EXPOSURE

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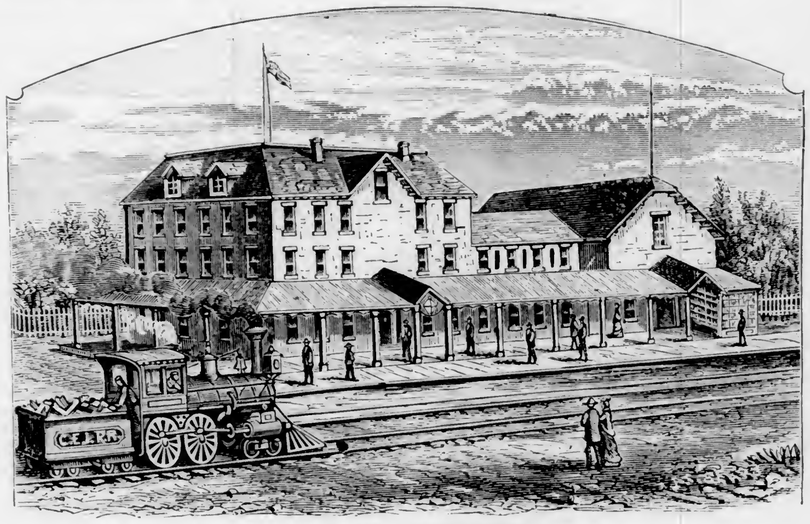

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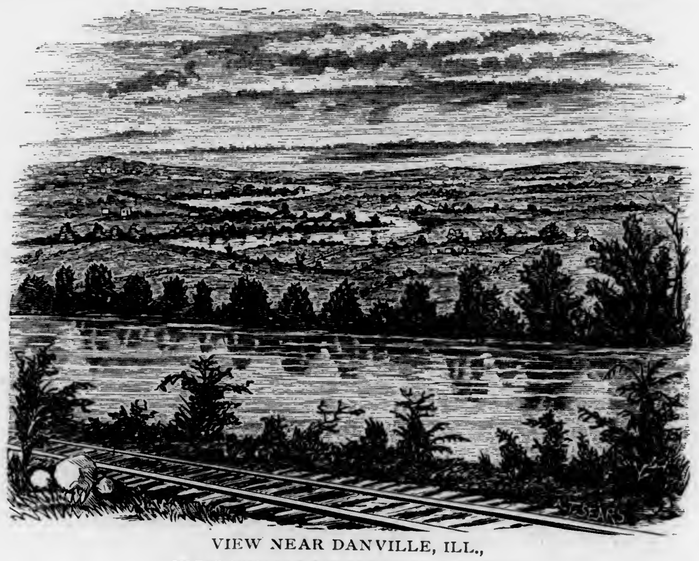
During the eighteen years of residence of I. L. Williams in Florida, the greatest heat was 96 degrees Fahrenheit, in the shade, and this took place but three or four times, and once the cold was as low as 26 degrees. In usual seasons the mercury rises to about 90 degrees in the hottest days of midsummer, and falls to 43 degrees during the coldest days of winter. It is not extreme in its variations of temperature, neither is it rapid in the succession of those variations, but always maintains that equability and dryness of climate so grateful to the Northern invalid. The wonderful climate exerts itself alike upon animal and vegetable nature. The heat is sufficient to stimulate a rapid and luxuriant growth, while it is never so intense as to become disagreeable. Such is the mildness of the climate, and the humidity of the atmosphere, and the exemption from frost, that all the tropical fruits will grow in Southern Florida as far north as 27 degrees, thus affording a boundless field to the horticulturist for obtaining wealth and pleasure in their cultivation.

Indeed, the statistics in the bureau demonstrate the fact that the diseases which result from malaria are of a much milder type in the Peninsula of Florida than in any other State in the Union. The record shows that the ratio of deaths to the number of remittent fever cases has been much less than among the troops serving in other portions of the United States. In the northern division of the United States the proportion is 1 death to 36 cases of remittent fever; in the middle division, 1 to 52; in the southern division, 1 to 54; in Texas, 1 to 78; in California, 1 to 122; in New Mexico, 1 to 148; while in Florida it is but 1 to 287.



VIEW NEAR DANVILLE, ILL.,
ON THE CHICAGO & EASTERN ILLINOIS RAILROAD.

The nights, in summer, are less sultry than in New York. The air is never too hot or too cold, and the atmosphere is never damp. All the year this sea breeze carries away the malaria, while the calcerous and antisceptic quality of the soil absorbs what remains. The winters are delightful, resembling our "Indian summer," with a clear sky, and dry, rarified atmosphere. The days are bright, clear and cloudless. The course of vegetation is unceasing. During all seasons culinary vegetables are produced, and wild flowers blossom in January. The deciduous cypress, the palmetto, the pine, lignum vitæ, mahogany, logwood, mangrove, cocoanut, etc., grow luxuriously in the southern portion of the peninsula. Showers occur during March, April, May and June, and July inaugurates the "wet season," which extends to the middle of September.

Jacksonville is a delightful city, situated on the St. John's River, and surrounded by beautiful suburban villages. A drive through odorous piney woods, and over a shell road, leads to the celebrated Moncrief Springs, said to be recuperating in the effect of their waters. Sailing up the St. John's, St. Augustine is reached by leaving the steamer and taking the train at Tocoi, and riding about a half hour. It is a quaint oriental town, situated 'mid orange, lemon, fig, date and other tropical trees. One may drive out to Fort Sebastian and

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the beach, to gain invigoration, and then back to the Cathedral, with its antique Moorish belfry, chime of bells and old clock, about which clings a memory of 1682. Then to the barracks, the cemeteries and Fort Marion, which, as Fort San Marco, is crowned with the memories of thrilling events which occurred during the Florida crusades, which were as intense and persistent as a conflict in the interest of one's faith.

A ride over the St. John's surely should not be omitted. The northern portion, for a hundred and fifty miles, is a succession of lovely lakes. One may ride a thousand miles over the water transportation afforded by this river, through a panorama of luxurious vegetation and charming little towns.

We give an extract from a letter written during a river expedition:

"For many miles together the Ocklawaha is a river without banks, though not less clearly defined as a stream for that reason. The swift, deep current meanders between tall lines of trees. Beyond these, on each side, there is water also—a thousand shallow rivulets lapsing past the bases of multitudes of trees.

DEEP CUT NEAR DANVILLE, ILL.,
ON THE CHICAGO & EASTERN ILLINOIS RAILROAD.

"The edges of the stream are further defined by flowers and water-leaves. The tall, blue flags; the ineffable lilies sitting on their round lily-pads, like white queens on green thrones; the tiny stars and long ribbons of the water-grasses; the pretty phalanxes of a species of 'bonnet' which, from a long stem that swings off down stream along the surface, sends up a hundred little graceful stemlets, each bearing a shield-like disk, and holding it aloft as the antique soldiers held their bucklers to form the *testudo*, or tortoise, in attacking. All these border the river in infinite varieties of purfling and chasement.

"Then we rounded to, in the very bosom of the Silver Spring itself, and came to wharf. The spring is sixty feet deep a few feet off shore, and covers a space of several acres before contracting into its outlet—the Run. But this sixty feet does not at all represent the actual impression of depth which one receives as one looks through the superincumbent water down to the clearly-revealed bottom. The distinct sensation is that, although the bottom there *is* clearly seen, and although all the objects in it are of their natural size, undiminished by any narrowing of the visual angle, yet it and they are seen from a great distance. It is as if depth itself—that subtle attraction—had been compressed into a crystal lymph, one inch of which would represent miles of ordinary depth.

"As one rises from gazing into these quaint profundities, and glances across the broad surface of the spring, one's eye is met by a charming mosaic of brilliant hues. The water-plain varies in color, according to what it lies upon. Over the pure white limestone and shells of the bottom it is perfect malachite green; over the water-grass it is a much darker

LOOKOUT MOUNTAIN, TENNESSEE.

INTENTIONAL SECOND EXPOSURE

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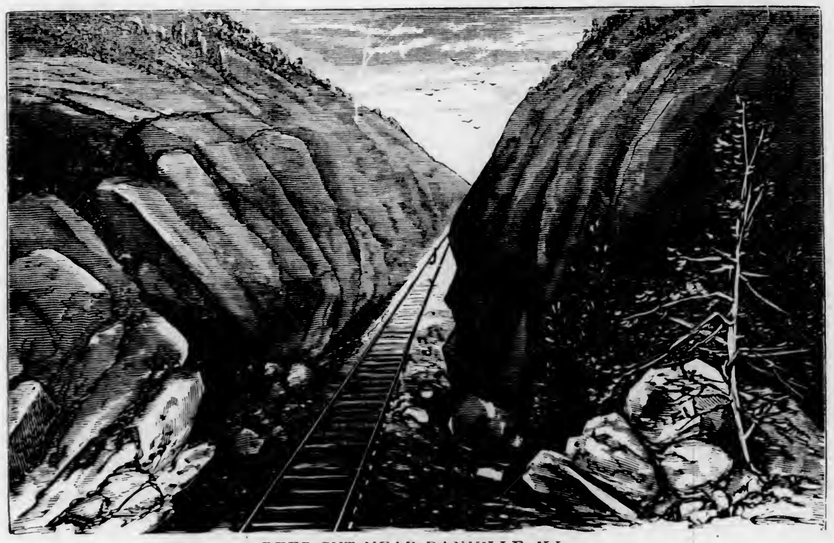

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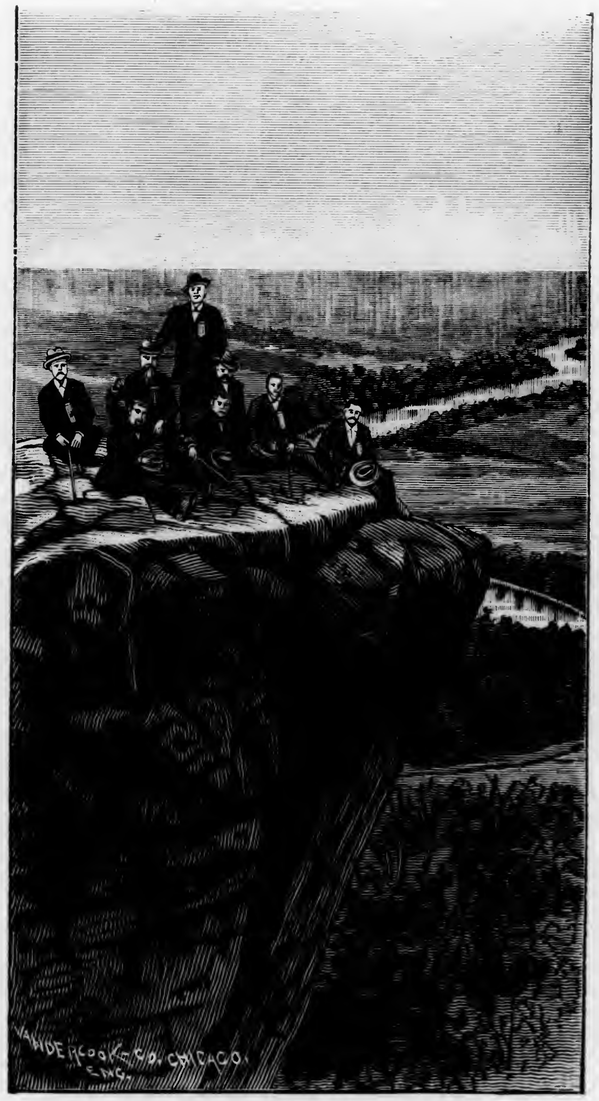

LOOKOUT MOUNTAIN, TENNESSEE.

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We did find sand in Florida, and immense forests of yellow and pitch pine, interspersed with densely wooded patches, termed "hammocks." The entire State is of coral formation, covered with sand mixed with decomposed and pulverized sea shells and coral. Tropical vegetable mould has accumulated, and the soil is thus extremely fertile. The lands are peculiarly distributed—low hammock, high hammock, savanna, swamp and pine. The soil is light and sandy and not adapted to exhaustive cropping. First-class pine lands are preferred by small planters.

WINTER HOME IN FLORIDA.

Those seeking health, rest and recuperative pleasure should certainly visit Florida, while the tourist intent on field sports will find more than he can well do in his particular pursuits. Quail may be found in every portion of the State. Ducks and geese abound in all the lakes. *Canoing* affords considerable amusement, and numberless lakes and rivers are particularly attractive for this purpose.

The past year has been one of marked improvement for the *Chicago & Eastern Illinois Railroad.* Already known as a reliable, well-equipped and staunch road, the corporation has now rendered their line the most elegant and desirable that traces a highway to Florida and intermediate points. The corporation has accurately scrutinized every et cetera which belongs or can be added to the comfort and convenience of passenger transportation, and to-day the *Chicago & Eastern Illinois Railroad* possesses every possible and available accessory which can contribute to the safety and comfort of its passengers.

We must not omit the fact that a journey over this great through line is attended with a certain home influence that cannot be found during any other railroad ride. There is no nervous restlessness about the train; none of that miserable and unsatisfactory sensation that one is simply "staying a while." On the contrary, one settles down in undisturbed contentment that the bother of everything is over, and there is nothing to follow which will be irksome.

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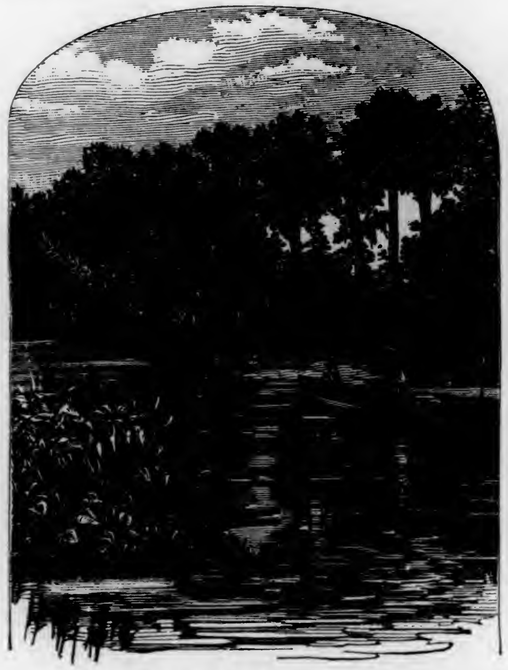
When one is *South*, one can travel and sip the most delicious coffee, and eat the daintiest lunch, all fresh and inviting, without leaving one's comfortable seat in the sumptuous car. We like dining cars, and hotel cars, and all that, but this is a charming original variation that somehow cannot be resisted. At stations, conveniently situated, and just the proper distance apart, neatly-dressed colored women enter the car with trays covered with snowy cloths, laden with shining china, pots of steaming coffee and tea, and well-cooked viands. They will leave cups, plates, etc., a pot of tea and other conveniences, together with our selection of food, for a reasonable sum, and we can leisurely partake of cold fowl, sandwiches, cakes, pies, pickles, fruits, etc., sending our crockery back by the train, on the return of which these colored matrons collect their property. We frequently hear the expression, "I do wish I could get something to eat *now*. I am always half famished on a train, and a lunch is always stale. Where do you think we can find a morsel, or when will dinner be ready?"

This is always practically answered by a southern trip to Florida via the *Chicago & Eastern Illinois*. No waiting for the dinner signal; no necessity of taking advantage of the twenty-minutes plan. And we surely cannot become half famished.



ON THE UPPER ST. JOHN'S RIVER.

The scenes along the entire line are so widely different from any which a "Northerner" ever beheld, that the change is marvelous. We have frequently thought that with inconveniences this would be the most pleasurable of journeys; and with even luxuries, it is a positive delight.

Even the color of the soil, the manner of laying out "farms," the general plan of architecture in the houses, the people about the stations, the vegetation, the trees—everything indicates another world, widely, strangely different from that to which we have been accustomed, with the exception of human beings. The people welcome us cordially. They make our sojourn the best part of our expedition. They are enthusiastic in their efforts to render us every possible assistance to see everything, enjoy everything, and make the most of all our surroundings. We know all these attractions are worn threadbare with these cultured, good people; but they never exhibit a tinge of weariness, never hesitate about answering our numerous questions regarding their country, and from first to last enter into our explorations and conversations with that vivacious politeness and cordial friendliness which characterizes them as a people.

THE CHICAGO & EASTERN ILLINOIS R. R. is fast becoming a leading line to INDIANAPOLIS. It has already established a large business in that direction, which is gaining every day.

Those desiring to reach Florida and intermediate Southern points, will please remember that the Chicago & Eastern Illinois R. R. runs through Palace Sleeping Cars to Evansville, making close connections with Louisville and the Great Southern Railway, with only one change of cars between Chicago and Nashville, and no delays. It is the only route from Chicago where a choice of three connecting routes is afforded, viz: via Evansville, via Louisville, and via Cincinnati.

Cincinnati, New Orleans & Texas Pacific Railway (Queen and Crescent Route). We take pleasure in announcing the opening of the New Orleans & North Eastern Railroad, completing the new fast and short line between New Orleans and Cincinnati and all points East and West.

Our patrons are assured of absolute comfort by this route, traveling over an incomparable road-bed from Cincinnati to New Orleans. No pains have been spared to make this system one unequaled for equipment, the trains being composed of superb Pullman Sleepers, Hotel and Parlor Cars, Smoking and Baggage Cars.

The scenery traversed by the line of the Cincinnati, New Orleans & Texas Pacific Railway (Queen and Crescent Route) is boundless in its variety, and possesses untiring interest for the traveler. The line crosses Lake Pontchartrain to New Orleans.

ROUTES TO FLORIDA.

Passengers for Florida by this Line have the choice of the following routes, from Nashville via Evansville:

Route 1, via Montgomery, Eufaula, Albany, Waycross, Jacksonville.
Route 2, via Montgomery, Pensacola, Jacksonville.
Route 3, via Chattanooga, Atlanta, Macon, Jesup, Waycross, Jacksonville.
Route 4, via Chattanooga, Atlanta, Albany, Waycross, Jacksonville.
Route 5, via Chattanooga, Atlanta, Savannah, Jacksonville.
Route 6, via Chattanooga, Atlanta, Augusta, Savannah, Jacksonville.

Routes from Nashville via Indianapolis and Louisville same as routes via Evansville.

Passengers holding Tourists' Tickets, by either the above routes, have the privilege of stopping over at Mammoth Cave.

Routes from Chattanooga via Indianapolis and Cincinnati same as routes 3, 4, 5 and 6.

INTENTIONAL SECOND EXPOSURE

When one is *South*, one can travel and sip the most delicious coffee, and eat the daintiest lunch, all fresh and inviting, without leaving one's comfortable seat in the sumptuous car. We like dining cars, and hotel cars, and all that, but this is a charming original variation that somehow cannot be resisted. At stations, conveniently situated, and just the proper distance apart, neatly-dressed colored women enter the car with trays covered with snowy cloths, laden with shining china, pots of steaming coffee and tea, and well-cooked viands. They will leave cups, plates, etc., a pot of tea and other conveniences, together with our selection of food, for a reasonable sum, and we can leisurely partake of cold fowl, sandwiches, cakes, pies, pickles, fruits, etc., sending our crockery back by the train, on the return of which these colored matrons collect their property. We frequently hear the expression, "I do wish I could get something to eat *now*. I am always half famished on a train, and a lunch is always stale. Where do you think we can find a morsel, or when will dinner be ready?"

This is always practically answered by a southern trip to Florida via the *Chicago & Eastern Illinois*. No waiting for the dinner signal; no necessity of taking advantage of the twenty-minutes plan. And we surely cannot become half famished.

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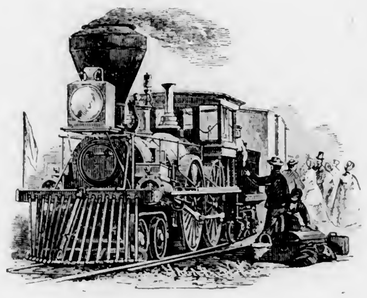
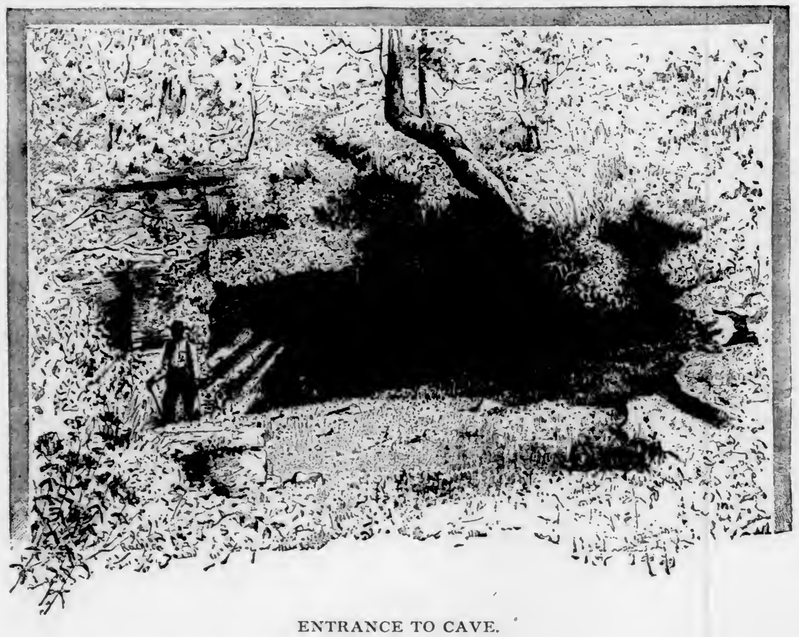


THE MAMMOTH CAVE.

WE GIVE BELOW, a part of a sketch, written for *Scribner's Monthly*, by H. C. Hovey, who has published a very interesting Guide Book to the Cave. The illustrations are from the same source:

"We left the cars at Cave City, a station on the Louisville & Nashville Railroad, 85 miles south of Louisville, and mounted to the top of the stage coach, that makes daily trips to Mammoth Cave nine miles distant. Edmondson county, within whose limits it is located, has about 4000 sink holes and 500 open caverns, many of which are but nameless grottoes, while others have gained celebrity. The road winds among the hills and across a high table-land to the bluffs of Green River. Openings are observed here and there amid the rocks, each being, as the driver assured us, the mouth of a cave.



ENTRANCE TO CAVE.

"A bugle-flourish heralded our arrival at the Cave Hotel—a spacious building evolved from a log-cabin germ,—and brought around the coach a throng of guests expecting friends, and negro servants offering to take our baggage.

"The hotel register shows an aggregate of over 2000 visitors a year. Adjoining the office is a cabinet where specimens are for sale, the rules judiciously forbidding visitors to help themselves. Another rule prohibits the use of surveyor's instruments, lest some unscrupulous person should find a new entrance beyond the 2000 acres now comprising the estate, and steal the cave. Such maps as have been published are therefore not correct, having been prepared without accurate measurement.

"The regular hour for entering the cave is 9 A. M. An outfit includes a close-fitting cap, easy shoes, a stout dress, a walking-stick, a swinging lamp, and some matches. The guide for each party carries extra lamps, a can of lard oil, a lunch basket, and a haversack of fireworks. The guides, colored men, are familiarly known as Old Mat, Old Nick, William, and Tom Lee. The original guide, whose daring exploits and striking traits made him famous, was Stephen Bishop; his remains now rest in the tangled grave-yard near the garden.

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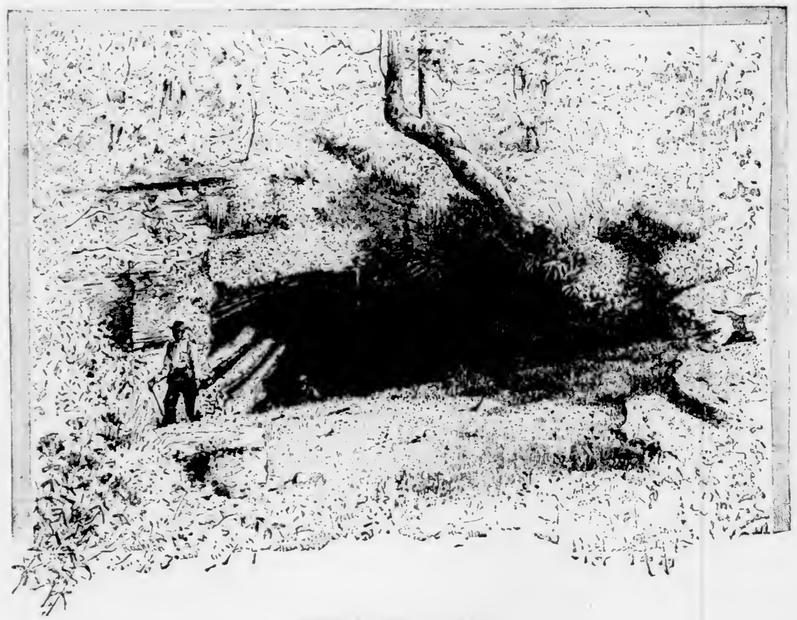

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"Mammoth Cave has a noble vestibule! Amid tulip-trees and grape-vines, maples and butternuts, fringing ferns and green mosses, is the entrance to this underground palace. From a frowning ledge a cascade leaps to the rocks below, where it vanishes at once, forming no running stream. The entrance to the cave is 194 feet above water level, and 118 feet below the summit of the bluff on which stands the hotel. A winding flight of seventy stone steps conducts us around the cascade, into an ante-chamber. At the end of this is a grated iron door to which each guide has a key. As we cross the portal, a strong current of air blows out our lights, but a few yards within, where the draft is weaker, we rekindle them. This phenomenon is due to a marked difference in temperature between the atmosphere within, and that without the cave. Both the air and the water in the cave nearly correspond with the heat of the earth itself, which in that latitude varies but little from 56 degrees Fahrenheit throughout the year. In some of the dryer chambers the mercury rises to 58 degrees, and in some of the springs and pools it falls to 52 degrees. On our first visit, the thermometer at the hotel office indicated 100 degrees in the shade, a difference on that day of more than 40 degrees, which caused, of course, a strong outward flow.

BOTTOMLESS PIT.

"The simple truth about Mammoth Cave surpasses the most ingeniously woven fabrication. Its areal diameter is nine or ten miles. Its known and numbered avenues are 223, and their united length equals from 150 to 200 miles. Twelve million cubic yards of space have been excavated from the rocks by the agency of air and water. Such are the windings, crossings and evolutions of the labyrinth, that we found, by the time our explorations were ended, on adding up all our daily trips in and out, we had traveled about one hundred miles underground.

"The main cave, so called in distinction from minor avenues, opening into it, extends like a deserted river-bed, through a succession of noble arches and domes, to a point of six miles within, where it is abruptly closed by fallen rocks.

"New objects of interest met us at every step, as we advanced. During a moment's pause we were startled by what seemed the loud ticking of a musical time-piece. It was but the measured melody of water dripping into a basin hidden behind the rocks. Drop by drop monotonously it falls, as it has fallen, it may be for a thousand years.

"Singular effects are produced for a long distance beyond this point by the incrustations of gypsum stained by the black oxide of iron, seeming to cut gigantic silhouettes from the ceiling of white limestone. At first we ridiculed these fancies, but at last they fascinated us. Bears, monkeys, ant-eaters, catamounts,—indeed, a whole managerie is on exhibition, including the old mammoth himself. We were especially interested in a side show of a giant and giantess playfully tossing papooses to and fro. The Giant's Coffin is near by—a rock shaped like a mighty sarcophagus. It is detached from the ceiling, walls and floor, resting its weight on stone trestles, and equals in size one of the famous blocks of Baalbek, being forty feet long, twenty wide and eight deep.

"A strangely beautiful transformation scene is exhibited in the Star Chamber, a hall seventy feet wide, sixty high, and five hundred long. The lofty ceiling is coated with black gypsum, studded with thousands of white spots, caused by the efflorescence of the sulphate

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GIANT'S COFFIN.

"'Good-night," says the guide; 'I will see you again in the morning.'

"With this abrupt leave-taking he plunges into a gorge, and we are in utter darkness. Even the blackest midnight in the upper world has from some quarter a few scattered rays; but here the gloom is without a gleam. In the absolute silence that ensues, we hear the beating of our hearts. The painful suspense is at length broken by one of those strange outbursts of laughter that come when least expected; and then we indignantly ask each other the meaning of this sudden desertion. But while we are roundly berating the guide's treachery, we see in the remote distance a faint glimmer, like the first streak of dawn. The light increases in volume till it tinges the tips of the rocks, like tops of hills far away. The horizon is bathed in rosy hues, and we are prepared to see the sun rise, when all at once the guide appears, swinging his cluster of lamps, and asking us how we like the performance. Loudly encored, he repeats the transformations again and again,—starlight, moonlight, thunder-clouds, midnight and day-dawn, heralded by cock-crowing, the barking of dogs, lowing of cattle and various other farm-yard sounds; until, weary of an entertainment that long ago lost its novelty for him, he bids us resume our line of march.

EGYPTIAN TEMPLE.

"The avenues, as all side passages are termed, vary in importance, some of them rivaling the main cave, while others involve grievous climbing and crawling, with small recompense.

"Audubon's Avenue lies nearest the entrance. It is chiefly noted for its myriads of bats, and for the fact that it leads to an opening into which a miner dropped his lamp in 1812. Mat, the guide, found it thirty years afterward at the bottom of Mammoth Dome, a place to be reached only by a long detour.

"The Gothic Arcade is approached by a stairway from galleries beyond the saltpeter vats. The chapel in the Gothic Arcade has an arched roof supported by large stalagmitic columns, once beautiful but now sullied by sacrilegious smoke. I counted eight, and found fragments of about thirty more. Their growth was slow, requiring many centuries to develop their

THE CHAPEL.

present dimensions. Three of the pillars are so grouped as to form two Gothic arches. Before this unique altar once stood a runaway bride, who had promised her anxious mother that she would 'never marry any man on the face of the earth.' She kept the letter of her promise, but was married after all to the man of her choice, in this novel Gretna Green. We were fortunate in witnessing a similar scene.

"This avenue is about two miles long, and abounds in grotesque curiosities. It ends in Annette's Dome, where a cascade surprises one by bursting from the wall and then disappearing. Lake Purity, near by, is a shallow pool of such transparency that we did not suspect its existence until we walked into it.

THE PICNIC PARTY.

"Retracing our steps, we soon approach a region of pits and domes. The guide warns us of 'danger on the right!' Beside our path yawns a chasm called the Side-saddle Pit, from the shape of a projecting rock, on which we seat ourselves and watch with fearful interest the rolls

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THE COTTAGE.

"The Bottomless Pit, a short distance beyond, is on a still grander scale, and extending, as it does, entirely across the avenue, was long an effectual bar to further progress. It is now spanned by a substantial bridge, which, for the sake of perfect safety, is renewed every four years. Leaning over the hand-rails, we safely admired the blazing rolls as they winded to and fro, slowly sinking one hundred and seventy-five feet, lighting up the wrinkles and fu-r rows made by the torrent's flow during untold ages. Shelby's Dome overhead is but a continuation of the great pit upward, with rich water-carved scroll-work and lavishly decorated panels, and here and there a sharp projection.

CROSSING THE RIVER STYX.

"Turning abruptly back, we follow the guide up and down narrow stairways and through a winding passage, till we find ourselves peering through a window-like aperture into profound darkness, that seems intensified by the monotonous sound of dripping water. The guide bids us remain where we are while he seeks a smaller and higher window beyond, through which he thrusts blue-lights and blazing rolls, disclosing indescribable wonders to our gaze. This is Gorin's Dome. The floor far below us, about an acre in area, is covered with water. The perpendicular walls, rising out of sight, are draped with three immense stalagmitic curtains, one above another, whose folds, which seem to be loosely floating, are bordered with fringes rich and heavy. These hangings, dight with figures rare and fantastic, fit for Plutonian halls, were woven in Nature's loom by crystal threads of running water.

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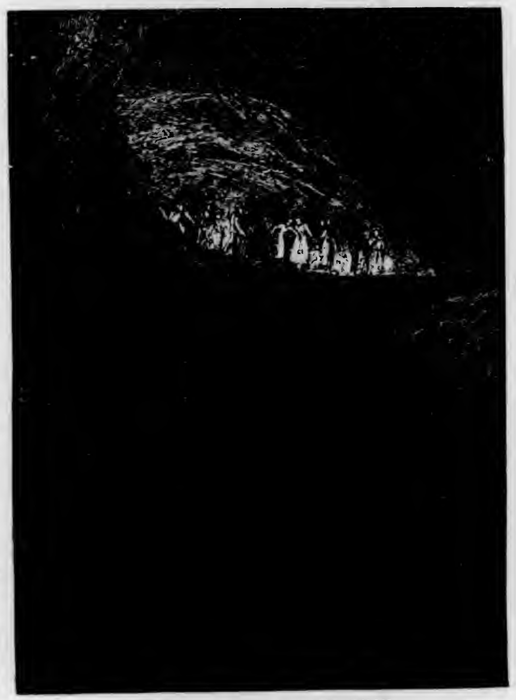

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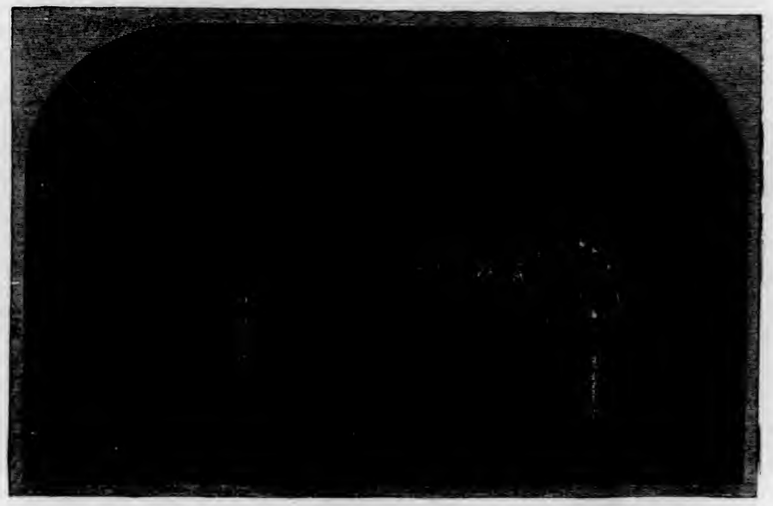
"We have now a choice of evils between Bunyan's Way, where one must stoop like a pilgrim burdened, and Buchanan's Way, where one must hold his head to one side, after the traditional habit of that eminent statesman. We choose the latter; and presently, by a circular opening over which hangs a threatening trap-door of rock, we are made acquainted with the famous and original Fat Man's Misery, of which all others are but base imitations. It is a serpentine channel, whose walls, eighteen inches apart, change direction eight times in one hundred and five yards; while the average distance from the sandy pathway to the ledge overhead is but five feet. The rocky sides are beautifully marked with waves and ripples, as if running water had been suddenly petrified. There seems to have been first a horizontal opening between two strata of limestone, by taking advantage of which this singular winding way was chiseled, from whose embrace we gladly emerge into Great Relief, where we can straighten our spines, and enjoy once more the luxury of a full breath. It was formerly supposed that if this passage were blocked up, escape from the regions beyond would be impossible. But not long ago the 'Corkscrew' was discovered, an intricate web of fissures, by means of which a good climber, after mounting three ladders, crawling through narrow openings, and leaping from rock to rock, ascending thus amid the wildest confusion for one hundred and fifty feet, gains a landing at last, only a thousand yards from the entrance to the cave, and cuts off two or three miles of travel. Visitors generally come in one way and go out the other, and usually regard the route last chosen the worst, whichever it may have been.



ECHO RIVER.

"On entering River Hall, we found our path skirting the edge of cliffs sixty feet high and one hundred feet long, embracing the sullen waters of what is called the Dead Sea. Descending a flight of steps, we came to a cascade, but a little farther on, said to be a reappearance of the water-fall at the entrance, suggesting the idea that the cave has doubled on its track. Passing the River Styx and Lake Lethe, we come to Echo River. Four boats await us on the banks. Each has seats on the gunwales for twenty passengers, while the guide stands in the bow and propels the primitive craft by a long paddle, or by grasping projecting rocks. The river's width varies from twenty to two hundred feet, and its length is about three-quarters of a mile.

"The low arch soon rises to a height varying from ten to thirty feet, while the plummet shows a still greater depth below. The river cannot properly be said to have any shore, for throughout its entire extent there are only one or two points where a foot-hold could be gained. Hence, the guides exercise the strictest authority, in order to guard against accidents.

"Along the water's edge are cavities, varying in size from a few inches to many feet, washed out by the stream. A quiet lady in black velvet led us in sacred song. The concord of sweet sounds was surprisingly agreeable; but the tones followed each other too rapidly to secure full justice. A single aerial vibration given with energy, as by a pistol-shot, rebounded

INTENTIONAL SECOND EXPOSURE

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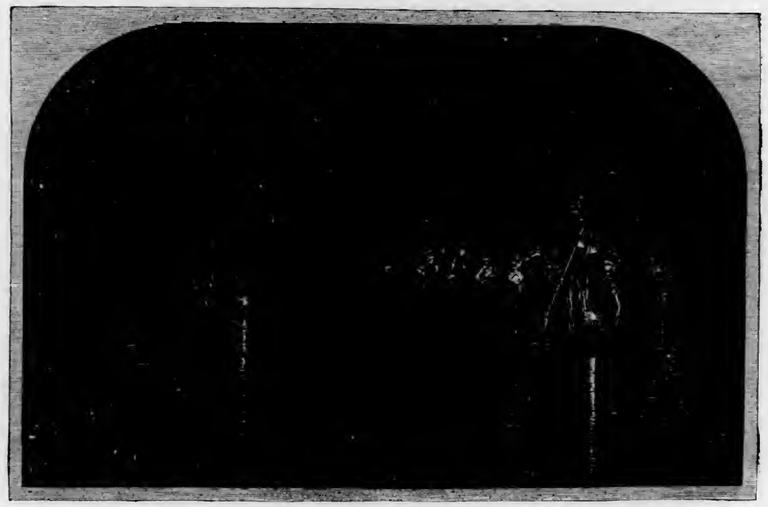

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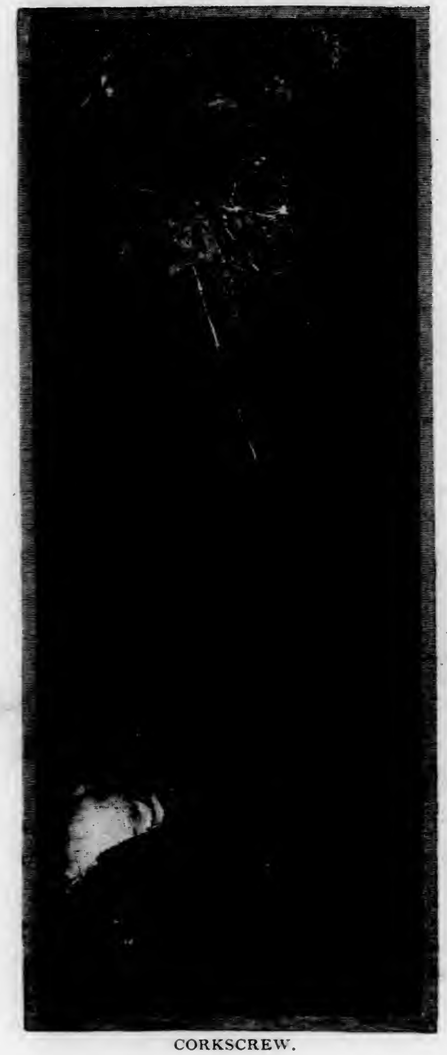
from rock to rock. The din awakened by discordant sounds was frightful. On the other hand, when the voice gave the tones of a full chord *seriatim*, they came back in a sweeping *arpeggio*. Flute-music produced charming reverberations. The finest vocal effect followed the utterance, as strongly and firmly as possible, of the key-note of that long vault, letting all other sounds meanwhile cease; the wonderful vibrations thus caused were prolonged for from fifteen to thirty seconds after the original tone had been delivered.



CORKSCREW.

"An extraordinary result was obtained by the guide's agitating the water vigorously with his broad paddle, and then seating himself in silence by my side. The first sound that broke the stillness was like the tinkling of silver bells. Larger and heavier bells then seemed to take up the strange melody, as the waves sought out the cavities in the rock. And then it appeared as if all chimes of all cathedrals had conspired to raise a tempest of sweet sounds. They then died away to utter silence. We still sat in expectation. Lo, as if from some deep recess that had been hitherto forgotten, came a tone tender and profound; after which, like gentle memories, were rewakened all the mellow sounds that had gone before, until River Hall rang again. This concert was prolonged for several minutes, until the agitation of the waters had wholly subsided. Those who try their own voices are pleased to have the hollow wall faithfully give back every shout and song, whimsical cry or merry peal; but the nymphs of Echo River reserve their choicest harmonies for those who are willing in silence to listen to the voice of many waters.

"Continuing our journey by way of Silliman's Avenue and El Ghor, picturesque passes where many fantastic objects are pointed out, we arrive at Hebe's Spring. Here, by climbing a ladder and crawling through a hole in the roof, we are admitted to an upper tier of caverns. The guide ignites blue fire, and we are surprised to find ourselves in a vineyard! Countless nodules and globules simulate clusters on clusters of luscious grapes, burdening hundreds of boughs, and gleaming with party-colored tints through the dripping dew.

"Washington Hall is but a smoke-stained lunch-room. The ceiling of a room near by is dotted with semi-spherical masses of snowy gypsum, each of which is from two to ten inches in diameter, looking like a snow-ball hurled against the wall and sticking there. Snow-ball Room is a fitting vestibule to the treasure house of alabaster brilliants beyond it, where we tarry long with ever-increasing delight.

"What words can picture forth the beauty of Cleveland's Cabinet? Wyandot and other caverns may have galleries like it in kind, but none to be compared with it either in extent or symmetry. We loiter beneath spotless arches of fifty feet span, where the fancy is at once enlivened and bewildered by a mimicry of every flower that grows in the garden, forest or prairie, from the modest daisy to the flaunting helianthus.

"Select for examination a single one of these enchanting blossoms, the 'oulopholites' of the mineralogist. Consider the charms of this queenly rose that has unfolded its petals in

Mary's Bower. From a central stem gracefully curl countless crystals fibrous and pellucid; each tiny crystal is in itself a study; each fascicle of curved prisms is wonderful; and the whole creation is a miracle of beauty.

SNOW-BALL CHAMBER.

"Now imagine this mimic flower multiplied from one to a hundred, a thousand, a myriad. Move down the dazzling vista, as if in a dream of Elysium,—not for a few yards, or rods, but for *two miles*. All is virgin white, except here and there a little patch of gray limestone, or a spot bronzed by some metallic stain, or, again, as we purposely vary the lovely monotony by burning colored lights. Midway is a great cross overhead, formed by the natural grouping of stone rosettes. Floral clusters, bouquets, wreaths, garlands, embellish nearly every foot of the ceilings and walls; while the very soil sparkles with trodden jewels. The pendulous fringes of the night-blooming cereus are rivaled by the snowy plumes that float from rifts and crevices, forever safe from the withering glare of daylight. Clumps of lilies, pale pansies, blanched tulips, drooping fuchsias, sprays of asters, spikes of tuberoses, wax-leaved magnolias,—but why exhaust the botanical catalogue? The fancy finds every gem of the greenhouse and parterre in this crystalline conservatory.

"Beyond a rocky hill and a dismal gorge lies Croghhan's Hall, and a pit called the Maelstrom, which ends the cave so far as it has been explored in this direction.

"On the whole, Mammoth Cave greatly exceeded, though differing from, our expectations. It was gratifying to be assured by the guide that we had probably tramped to and fro, in and

THE SALT BATHS.

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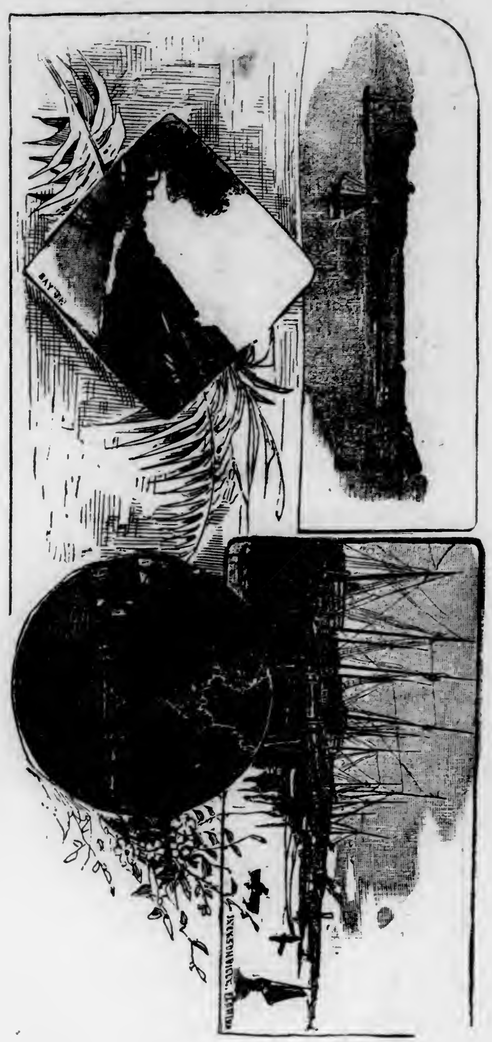
GREEN COVE SPRING, FLA.

FLORIDA.

JACKSONVILLE AND EAST FLORIDA.

Jacksonville is always a surprise to the Northern visitor, on his first visit. On one side of the car, as he approaches the city, the St. John's River, with its palmetto-fringed shore, and on the other side almost a metropolitan city, greets his eyes. Palatial buildings, streets crowded with elegant equipages, horse-cars, and the rush and bustle of a Northern city, is something so unexpected in a portion of the country long considered almost a wilderness. From Jacksonville you go everywhere in East Florida. In the immediate vicinity are Brooklyn, La Villa, Wyoming, Moncrief Springs, the Fair Grounds, and the Talleyrand Estate, all reached by shell roads, which are a pleasure to drive over. A sail on the broad bosom of the St. John's River is *the* pleasure of the day. Arlington, Riverside, St. Nicholas, Orange Park, Mandarin, and Fort George Island, with its romantic drives and shell-covered beach, can all be visited in one day. But for the grand tour of East Florida, take one of the regular lines of steamers on the St. John's and Ocklawaha Rivers, which equal in comfort and speed the steamers on Northern waters. This way you can visit with more leisure, Beauclerc, which claims to be the oldest settlement on the river; Mandarin, the home of Mrs. Stowe; Magnolia, Green Cove Springs, where is situated one of the original "Fountains of Youth;" the waters are highly recommended, and bathing can be enjoyed at all seasons of the year; Tocoi, from where, by way of St. John's Railway, you reach St. Augustine, the oldest city in the United States, with its memorable fort, city gates, sea wall, and old-fashioned Spanish Plaza. Back again to the river, we next come to Palatka, in the midst of the orange country, and the great



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INTENTIONAL SECOND EXPOSURE

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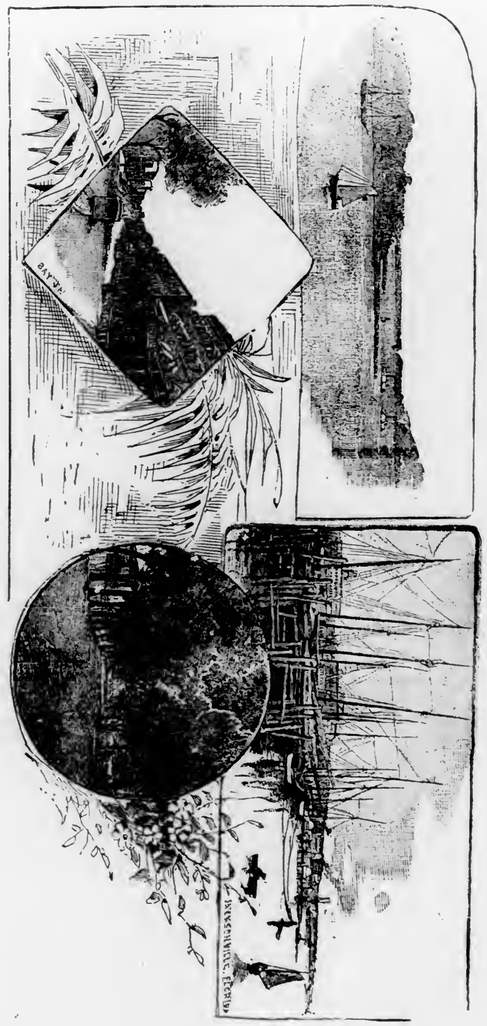

JACKSONVILLE, FLORIDA.

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LARGEST AND OLDEST ORANGE TREE IN FLORIDA.

MEASURES 8 FEET 6 INCHES AT BASE, IS 37 FEET HIGH, AND HAS A CROP OF 9,000 SWEET ORANGES HANGING ON ITS BOUGHS. SITUATED AT FORT HARLEY, NEAR WALDO—THE HOME OF THE ORANGE.

Duerisosa, Limkin Bluff, Silver Spring Run, and Silver Spring, *the* spring of all Florida. A traveler says of this spring: "Presently a splash of an oar in a distant part of the spring sent a succession of ripples over the pool. Instantly it broke into a thousand-fold prism. Every ripple was a long curve of variegated sheen. The fundamental hues of the pool when at rest were distributed into innumerable kaleidoscopic flashes and brilliances. The multitudes of fish became multitudes of animated gems, and the prismatic lights seemed actually to waver and play through their translucent bodies, until the whole spring, in a great blaze of sunlight, shown like an enormous fluid jewel that, without decreasing, forever lapsed away upward in successive exhalations of dissolving sheens and glittering colors." From here you can either return to Palatka, or go on through the chain of lakes comprising Lakes Griffin, Harris, Hawkins, Eustis and Sam, to Leesburg and Okahumkee, the lakes on the way abounding in game and fish of all kinds. If you do not wish to retrace your steps, you can take the Florida Transit R. R. for Ocala, Gainesville, and Cedar Key in the southwest, from which latter place you can reach Tampa and Key West by steamer; or from Ocala you can go northeast via Orange Lake and Baldwin to Fernandina, on the Atlantic seaboard, just an hour's ride from Jacksonville. Fernandina is the second largest city in the State, situated on Amelia

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Visitors to Jacksonville and East Florida should remember that the L. & N. R. R. runs two daily trains via Montgomery from Cincinnati, Louisville, Evansville and St. Louis, thus giving passengers the choice of starting to, and arriving at, Jacksonville either by night or day.

Jacksonville, Duval county, Florida; 172 miles from Savannah; county seat and principal commercial point in Florida. This city, with a population of 10,500, possesses a thriving trade, and by its situation affords a most convenient stopping-place for the traveler, as all the

rest of the State is most accessible from this place. Its transportation facilities, whether by rail or water, are most advantageous, and its inland commerce and shipping interests are large and increasing.

It is a neatly built and well-ordered city, with a complete system of water supply and sewerage, police and fire departments, street railways and telephone exchange. By its fast mail and telegraphic communication the sojourner finds himself in near relations with all the commercial centers, and may, if he pleases, every day read the New York journals of the day before. Two daily papers, with the Associated Press dispatches, are published here, and everywhere evidences of thrift and progress are to be met with.

But the crowning glory of Jacksonville is in her hotels. In these superbly arranged and well-kept establishments the traveler finds every comfort and elegance, and the excellence of *menu* and *cuisine* might well make him forget the distance from the markets of the metropolis. Among the larger houses, the St. James, Windsor, Carleton, Duval and Everett,

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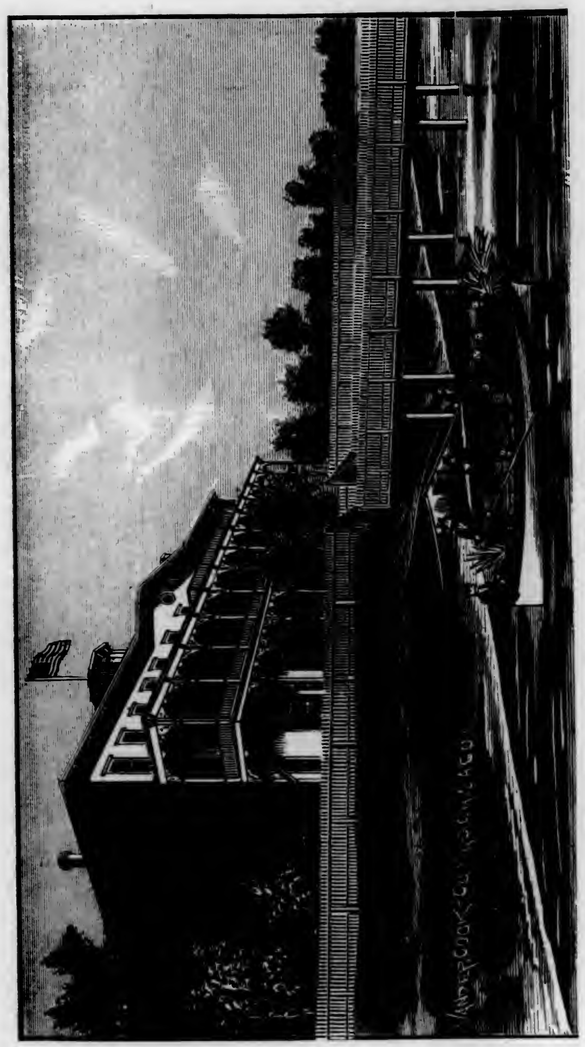
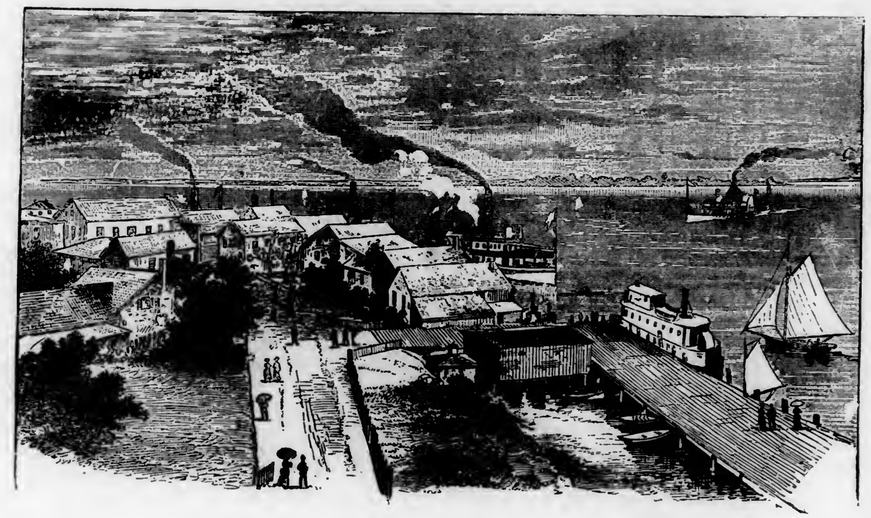


"LARKIN HOUSE," PALATKA, FLA.

have each excellencies of their own, and the traveler finds himself fortunate at all. All of the hotels are conveniently located, and accessible by street-railway from the depots and various landings of the river boats.

Many of the streets running parallel with the river are shaded by large trees, which present charming vistas in every direction, and the glimpses of water and woodland scenery on either side, combine to render the drives near Jacksonville charming. It is here that the fashionable society of Newport, Long Branch, the "Greenbrier White" or Waukesha finds agreeable and surprising reunions, while the open air promenades, drives and boating parties, recall pleasantly last summer's experiences; and the ice and snow left behind but two or three days since, are forgotten, save to intensify the enjoyment of the delicious winter climate of Florida.

Palatka, Putnam county, Florida, 75 miles from Jacksonville, on the west bank of the river; population 2500. This is the chief town south of Jacksonville, both in commercial importance and as a health and pleasure-seeking resort. It has ample hotel accommodations —the Putnam House, the Larkin, St. John's and Carleton are all fine houses, and during the

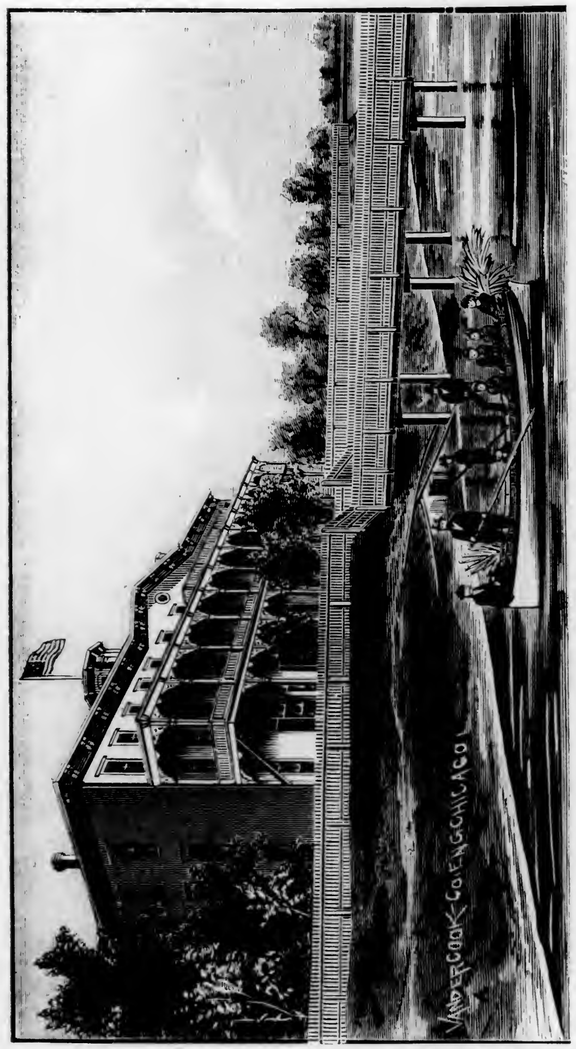


PALATKA, FROM THE LARKIN HOUSE.

season are overflowing with guests; post and telegraph offices and two weekly papers. The streets are shaded by wild orange trees, some of which are in full fruit and flower at the same time, giving a beautiful appearance to the town. Palatka was an old military post in the Indian wars, and many buildings now standing are built on the frames or with the timbers of the old quarters, the engine house being the old magazine. At this point is the St. John's River terminus of the Florida Southern Railway Company, affording rail communication with Gainesville and Ocala, and running through some of the most beautiful scenery of the State. It runs through Putnam, Alachua and Marion counties, and construction has already commenced and is rapidly being pushed south through Sumter county to Leesburg and Tampa Bay. See description under head of Florida Southern Railway.

Welaka, Putnam county, Florida, 100 miles from Jacksonville; an old town, and having had at one time some commercial importance, as well as a population of 1000. It is situated at the mouth of the Ocklawaha River, and was formerly the terminus of the boats engaged in trade. There is a hotel at this point and several stores. The adjacent country is well settled up with industrious and enterprising people who have been quite successful in orange culture and vegetable growing. The sulphur spring near by is famous for its medicinal virtues.

INTENTIONAL SECOND EXPOSURE



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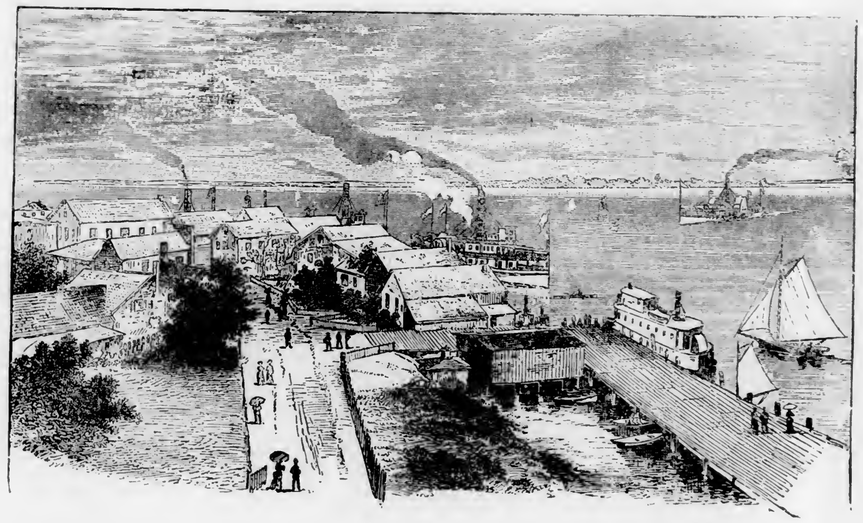

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Drayton Island, the largest island in the St. John's River, 116 miles from Jacksonville, contains some 1800 acres of good soil, once largely cultivated in cotton and sugar. It was the seat of a powerful tribe of Indians, who had their plantations here. It is now extensively devoted to the production of oranges and early vegetables.

St Augustine, St. John's county, Florida, by far the most ancient town in North America, is situated on a peninsula formed by the St. Sebastian and Mantanzas Rivers, with a population of 2000 persons. It has excellent hotel accommodations, churches, etc. This is a delightful winter resort. The streets are very narrow, the houses, with hanging balconies, almost touching each other across them.

Near the centre of the city is the "Plaza de la Constitucion," a fine square, on which is located the principal public buildings, notably among which is the Catholic Cathedral. This

CITY GATE, ST. AUGUSTINE.

building was commenced in 1798; it has a unique belfry, containing four chime bells in separate niches, which are rung every morning; one of them is marked 1682. The floors are concrete. The building contains several fine old Spanish paintings. Altogether, it is one of the most interesting objects in the city.

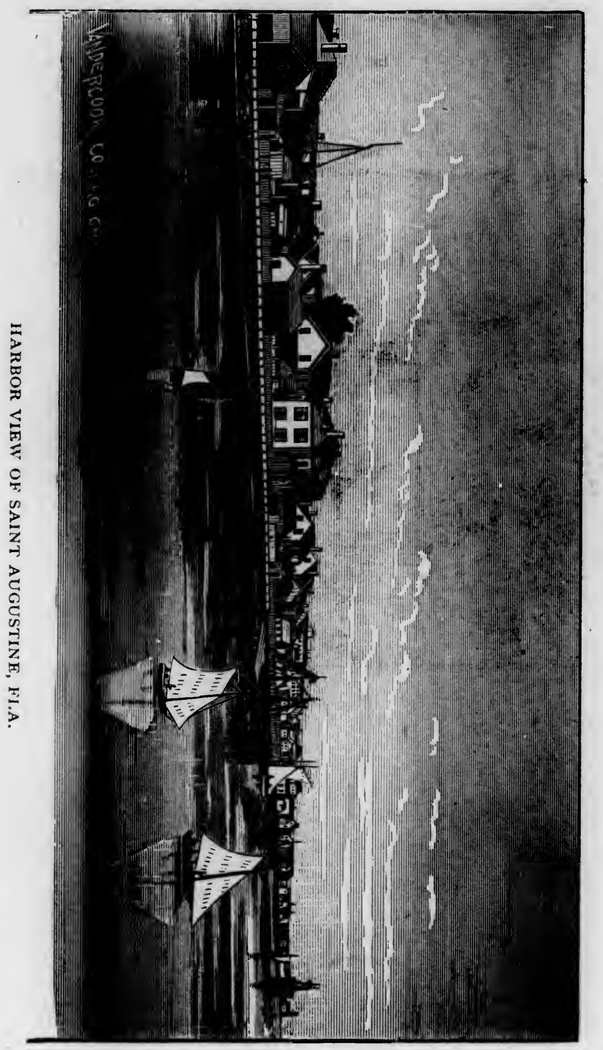
A monument in the Plaza, eighteen feet high, was erected in 1812 to commemorate the Spanish Liberal Constitution. The monument bears the following inscription:

"For eternal remembrance, the Constitutional City Council erected this monument under the supervision of D. Fernando de la Plaza Arredondo, the young municipal officer, oldest member of the corporation, and Francisco Robira, Attorney and Recorder."

The Palace, the residence of the Spanish Governor, is now used as the post office and United States Court. The United States barracks, now occupied by troops, was formerly a Spanish monastery.

The old Huguenot Cemetery and the military burying grounds are interesting places. In the latter are three pyramids, built of coquina, and stuccoed whitewashed, under which lie the remains of Major Dade and 107 men, who were massacred by Osceola.

The sea wall, a mile in length, was erected in 1837-43 out of coquina, with a coping of granite. It protects the entire east front of the city from the encroachments of the river and affords a delightful promenade.



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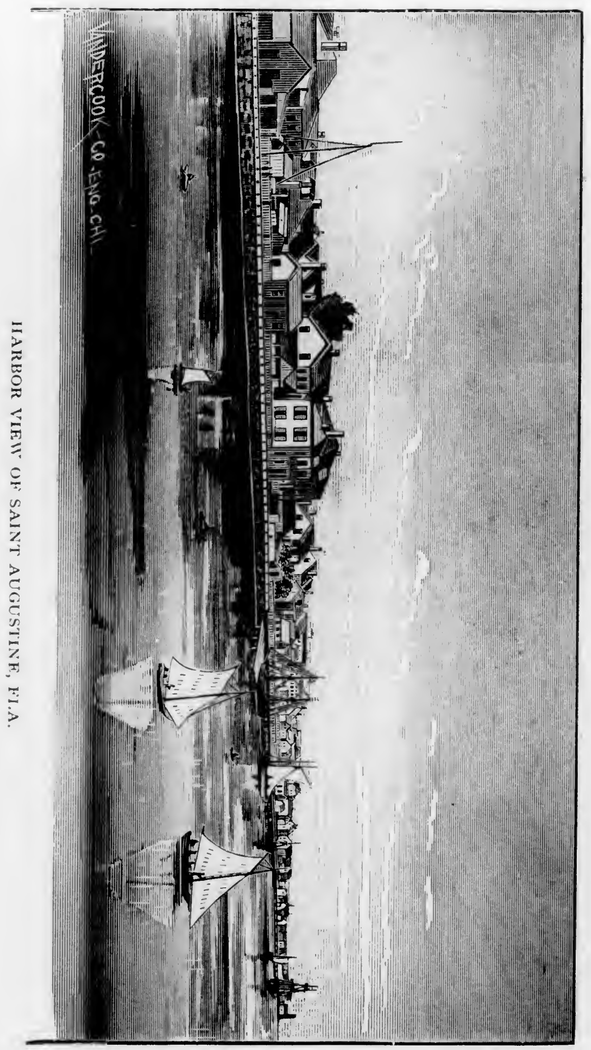

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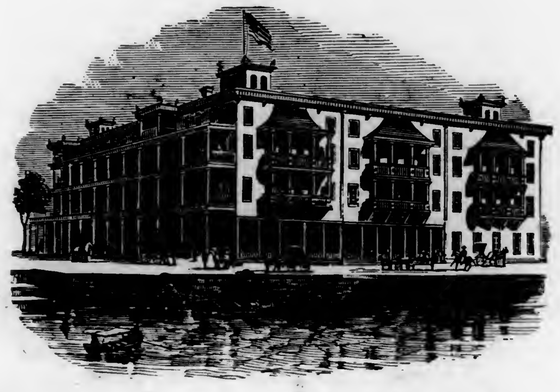
ST. AUGUSTINE HOTEL,

ST. AUGUSTINE, FLA.

E. E. VAILL, - - - Proprietor.

Address by Mail or Telegraph.



The location of this house is unsurpassed in the City. From its rooms, windows and spacious verandas a magnificent view of the Harbor and Ocean can be obtained.

Fort Marion. This old Spanish fort was formerly called "*San Juan de Pinos*," and afterward changed to "San Marco." At the change of flags in 1821 it received the name of "Fort Marion," which it now bears. It was begun in 1620, and completed in 1756. The material used in its construction is almost entirely coquina, a concretion of fragments of shell quarried on Anastasia Island, opposite the city. The labor on it was performed principally by Appalachean Indians, who alone were forced to work on it for sixty years. Conscripts from Mexico also contributed to the work. It is one of the strongest fortifications in this country, requiring an armament of 100 guns, and 1000 men as a garrison.

WAKULLA SPRING.

Lake George, 115 miles from Jacksonville. This beautiful sheet of water is about 18 miles in length, and 10 miles in width. This lake has a number of islands in it; the largest is called Drayton Island. The lake is well stocked with fish and water-fowl of every description. Approaching the southern shore, clothed in eternal verdure, the mouth of the river is scarcely distinguishable on account of its diminished width and the blending of forest and stream. Near the mouth the water is very shallow, not exceeding five feet in depth. Efforts have been made toward its improvement by jetties.

Volusia, Volusia county, Florida, 134 miles from Jacksonville, on the east bank of the river; post office. This is also the site of an ancient Spanish settlement, no vestige of which remains. An immense land grant was afterwards obtained here from the Spanish government by Mr. Dennison Rolles, an English merchant of wealth, who erected a beautiful mansion and established a home for the unfortunate women from the streets of London, with a view to their reformation. Numerous disasters befell the colony, and it was finally broken up.

Astor, Orange county, Florida, northern terminus of the St. Johns & Lake Eustis Railway, 134 miles from Jacksonville, on the west side of the river. This point is the river terminus of the St. Johns & Lake Eustis Railroad. For description of points of interest, see mention under that heading.

Manhattan, Orange county, Florida, is a landing on the west side of the river, 136 miles from Jacksonville. Wiliam Astor, of New York, owns a large body of land here.

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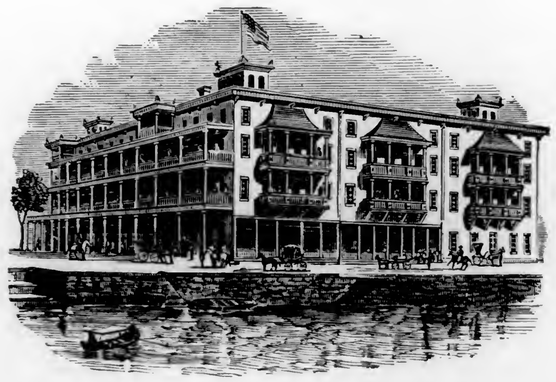

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Hawkinsville. Orange county, Florida, 160 miles from Jacksonville, on the west side of the river, is a post office.

DeLAND LANDING, Volusia county, Florida, 162 miles from Jacksonville, on the east side of the river, is a landing. DeLand is five miles from this river landing. A stage line connects with mail boats.

Beresford, Volusia county, Florida, 163 miles from Jacksonville, is a post office on the east side of Lake Beresford. There are several landings and orange groves on this lake.

Blue Springs, Volusia county, Florida, 168 miles from Jacksonville, is a landing on the east side of the river. Orange City is two miles and a half from this landing. Stages connect with mail boats.

Pensacola, Fla.—Had the reader a map of this growing city before him he would see that it is surrounded by a net-work of water courses, bayous, etc., that enter the bay near the city; streams, whose waters are as bright and clear as the trout brooks of the North. This city, as a winter resort, is peculiarly situated; protected from the north by pine forests of miles in extent, and on the south by Santa Rosa Island, with its huge live oaks, forming a complete breastwork against the storm. Its harbor is land-locked in such a manner that sailing becomes a veritable pleasure, so little danger is attached to it. This city supplies and ships North, annually, a greater amount of sea-food than any other city in the United States, except, perhaps, Baltimore. Red-snapper banks lie immediately south of Santa Rosa Island, and lovers of fishing can here enjoy themselves to their heart's content, as they can select either the black bass or trout from the clear streams which enter into the bay, or they can, with stronger arm and heavier tackle, go in quest of the red-fish, sheephead, Spanish mackerel, or king fish of the South. While the hotels at Pensacola are not as well noted as those of Jacksonville, yet they afford comfortable lodgings to the sojourner, at a reasonable compensation. Besides these hotels, homes with families of taste and culture can be secured at moderate prices. The tourist from the North should not return without visiting Pensacola. Its attractions are too numerous to be all noted in this space. The Navy Yard, the ruins of Fort McRae, and other attractions, will well repay the visitor for the time spent.

FORT McRAE, PENSACOLA, FLA.

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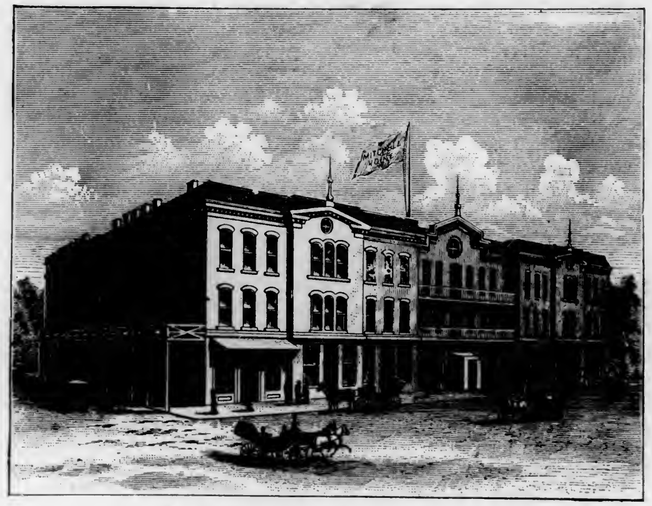
BIRD'S-EYE VIEW OF SAVANNAH GA.

THE SOUTHERN SANITARIUM.

THOMASVILLE, GA., SAVANNAH, GA., BLOUNT SPRINGS, ALA., ETC.

Thomasville, Ga.—As this flourishing little city is situated on our Through Car Line, and is noted as one of the greatest sanitariums of the South, we desire to lay some of its attractions before the patrons of the L. & N. It is situated on the Savannah, Florida & Western Railway, in Thomas county, Georgia, in the midst of an immense pine belt of almost unlimited extent, at an elevation of 350 feet above the sea, and enjoys a dry atmosphere, which, in connection with its elevation, proves very beneficial to those afflicted with pulmonary or bronchial troubles. The reputation of Thomasville as a popular winter resort is becoming universally known. A prominent physician of the North, traveling through this



HOTEL AT THOMASVILLE, GA.

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In a report on "The Pine Forests of Southern Georgia, its Climate and Adaptability to the Consumptive," made by Dr. T. S. Hopkins, Chairman of the Committee on the Practice of Medicine, Second Congressional District, and read before the Medical Association, of Georgia, at its twenty-fifth annual convocation, April 2d, 1874, at Thomasville, Georgia, the advantages of the above-named city as a winter resort, were given as follows: "While I do not hesitate to recommend the entire district as a safe resort for the consumptive, I must admit that certain localities therein possess advantages superior to others. With my knowledge of the country, if an invalid, seeking a winter resort, I would select Thomas county, on account of its elevation, its thorough natural drainage, its pure and delightful free-stone

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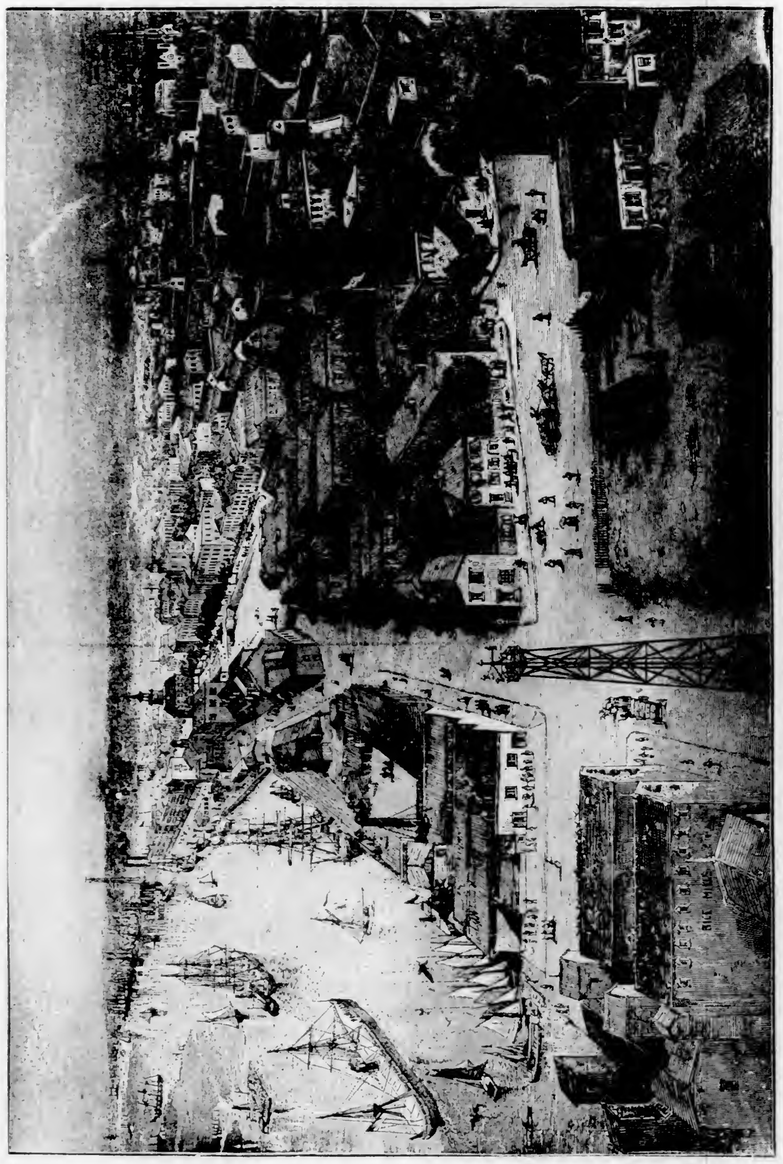

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waters, its dryness, its equability of temperature. The natural drainage of the town is excellent, fully adequate to the speedy removal of all the water that falls. In a few hours after the heaviest fall of rain the streets are dry and the atmosphere as clear and balmy as though no rain had fallen. In consequence of the rapidity with which the water is carried off, there is little absorption, hence but little evaporation, and, as a consequence, less moisture than at other points less favorably situated. There are no bodies of water within 18 miles of the town, and the nearest river is four miles distant." The report made by Prof. J. S. McSwain, who was signal-service officer at Thomasville, will show that the temperature as well as the climate is not surpassed. "The average temperature is 67.6 degrees. Average relative humidity, 65 per cent. Average rain fall for the entire winter, only 11.09 inches."

Those desiring to reach Thomasville, will please remember that the L. & N. is the only Trunk Line to that point from the North and West, and the only line by which they can reach there without numerous changes. Pullman Palace Sleeping Cars, run by this company, pass Thomasville at seasonable hours, as will be shown by the time within.

The Mitchell House, kept by Mr. M. A. Bower, is first-class in all its appointments. Besides the Mitchell House, there are other hotels and boarding-houses, which afford accommodations at reasonable rates, to those who may desire to test the benefits of this sanitarium. It not only affords a delightful home to the invalid, but also to the healthy traveler, with its numerous elegant drives, and the facilites afforded for hunting, etc., this region abounding in game.

Savannah, Ga.—We must not pass this beautiful city of the South without saying a word or two of its many attractions. In itself, it is a most lovely city, with its long lines of oaks, that form almost a perfect archway over the streets, and gains for it the well-deserved title of "Forest City." The sails down the river and bay to Tybee and Fort Pulaski, and the drives to Thunderbolt, Jasper Spring, Bethesda, and by all means to Bonaventure, which, though the burial place of the dead, you will not be allowed to leave Savannah without visiting, are all pleasures to be long remembered. The hotels, with their labyrinths of corridors, and old-fashioned rooms and hallways, are kept up to the modern taste in furnishings and fare, and you will have no reason to regret your visit. The L. & N. runs Pullman Palace Sleeping Coaches on their morning train, from Louisville to Savannah, without change, where you can make direct connections by rail or water for Jacksonville.

Blount Springs, Ala.—To the Southerner this name is as familiar as household words. Years before railroads were built through the State of Alabama, the Southern planter annually visited these Springs, and the crumbling walls of decayed tenements still mark the spot where they spent the summer. The fame of this celebrated watering-place is unknown in the North. Therefore, a short description is herewith given.

Blount Springs is situated on the line of the Louisville & Nashville Railroad, in Blount county, Alabama, in a high and mountainous region. The temperature is one that is peculiarly attractive; the chilling winds of the North are not felt, neither is it reached by the tropical breezes; but it enjoys a happy medium between the two, and will be found a most delightful resting place for invalids en route to or from the South. The medicinal qualities of the waters are of too great a variety to mention here; they must be used before they can be thoroughly appreciated. The day is not far distant when the mass of people, becoming more familiar with the simple laws of chemistry, will seek the use of mineral waters in winter quite as eagerly as they do in warm seasons.

The report of the analysis of the waters of these celebrated springs, by Prof. Leffmann, of the Jefferson Medical College of Philadelphia, is submitted herewith:

Sodium Chloride,	grains to wine gal.	29.856	Magnesium Carbonate,	grains to wine gal.	3.667
Sodium Sulphate,	"	0.890	Silica, Phosphate, Alumina,	"	3.000
Calcium Sulphate,	"	0.283	Iodides,	"	trace.
Calcium Carbonate,	"	7.230	Sulphur,	"	2.070
Magnesium Chloride,	"	0.781			

The sulphur is equal to about five cubic inches to the gallon. This is an alkaline sulphur water of excellent quality, and is suitable for all diseases in which sulphur is employed, such as skin diseases, rheumatism, liver troubles, etc.

The hotel, kept by Col. J. F. B. Jackson, an entirely new structure, has been fitted up for the accommodation of winter as well as summer guests, and is kept in a manner which will be found perfectly satisfactory to its patrons, the table being supplied with both Northern and Southern delicacies. Able physicians are always resident on the grounds, so that invalids have the advantage of the best attention. The hot and cold sulphur baths, which can be taken in the hotel, are said to possess curative qualities equal to the celebrated Hot Springs of Arkansas. Dyspepsia and miasmatic affections, especially, are quickly removed by the use of these

BIRD'S-EYE VIEW OF NEW ORLEANS, LOOKING WEST FROM THE RIVER. LAKE PONTCHARTRAIN IN THE DISTANCE.

waters. Passengers purchasing tickets over the L. & N., the great Trunk Line between the cities of the North and those situated on the South Atlantic seaboard, will be given the privilege of stop-over at this elegant watering-place. The through line of Pullman Palace Cars, run by this company, afford to tourists and invalids all the facilities that can be enjoyed en route between North and South.

THE GULF COAST,

AND CITY OF NEW ORLEANS, LA.

With no disparagement to the attractions of other portions of the South as winter resorts for pleasure-seekers or invalids, it is distinctly asserted that the "Gulf Coast," on the line of the Louisville & Nashville Railway between Mobile and New Orleans, not only posseses all the advantages claimed for its rivals, but others to them unknown. It has the even and mild climate of Florida, which has been so long the "Mecca" of those suffering from bronchial or lung affections, and in addition gives the invigorating tonic of the soft, salt-laden breeze from the warm waters of the Gulf, while from the immense forests in the North, come gentle winds laden with the health-giving perfumes of the pine, which never fail to benefit. Orange groves in abundance produce the most delicious fruit; while the fig, olive, peach, and vine, flourish and yield their wealth in season. Pompino, sheephead, Spanish mackerel and other choice members of the finny tribe abound in the waters of this coast, and furnish the finest sport to the disciples of old "Isaak;" oysters, shrimp and all species of shell fish are abundant, while the bayous swarm with geese, duck and brant, and the forests yield to the accomplished sportsmen their tribute of turkey, quail and venison. Nowhere, North, South, East or West, can the sportsman find such abundance and variety of game. A great advantage of this coast as a winter resort is its close proximity to the attractive cities of New Orleans and Mobile, and its ready communication by mail and telegraph with all parts of the country. A two

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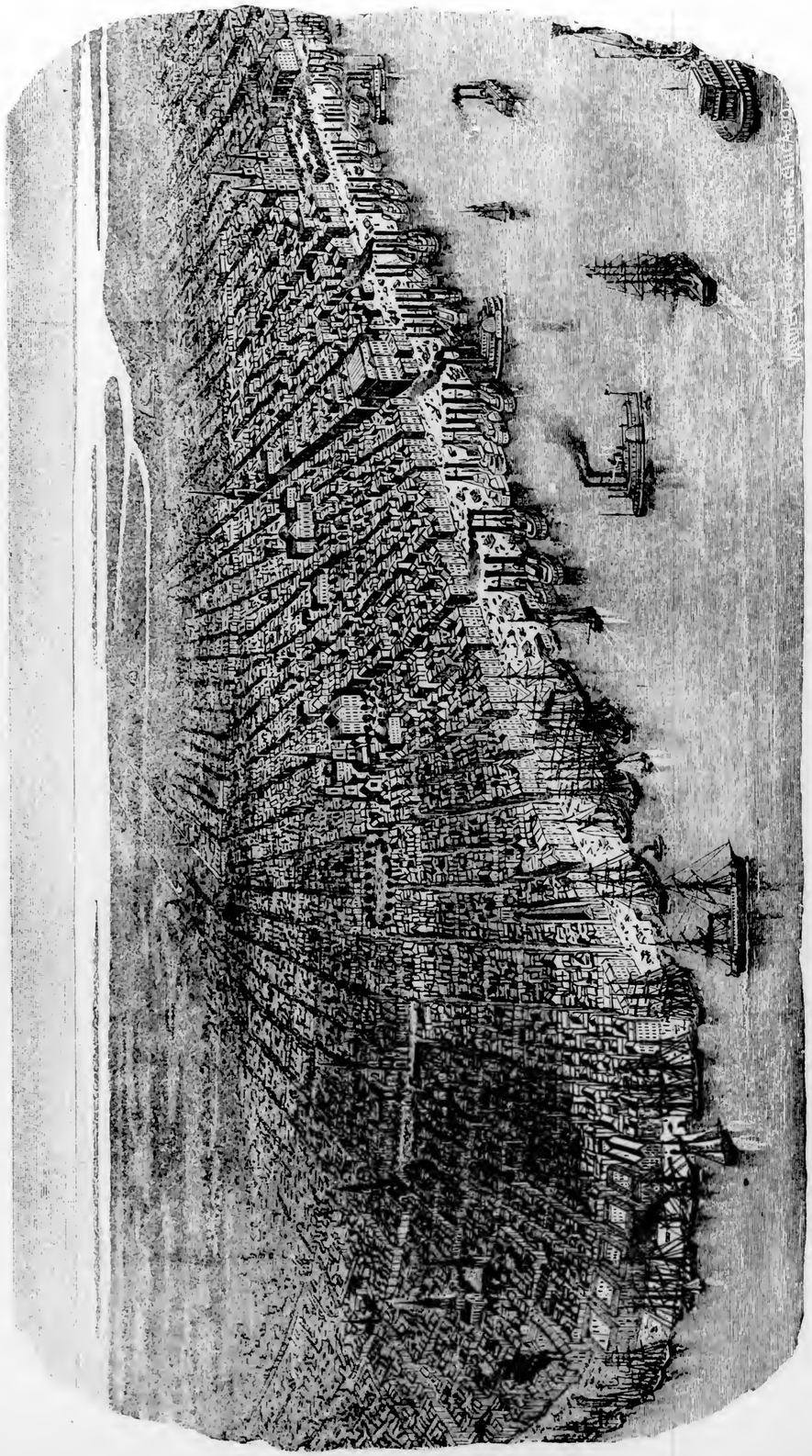

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hours' run will carry you into New Orleans, where you may spend the day pleasantly in viewing the many interesting sights of that city, returning to your sea-side resort at night; or you may while away the evening at one of the many places of amusement for which New Orleans is famous, having always during the season all the first-class theatrical and operatic stars. Very low commutation rates are made by the Louisville & Nashville Railway, enabling all to travel from point to point on its line at very slight expense. Bay St. Louis, Pass Christian, Mississippi City, Biloxi and Ocean Springs are all attractive resorts, furnishing good hotel accommodations, or nice private lodgings, with all the social surroundings of wealth, elegance and refinement.

Bay St. Louis is but 52 miles from New Orleans, and being the nearest coast resort to that city, is more frequented by its residents and visitors than any other. It has four church buildings, occupied by the different denominations; two colleges under the management of the Catholic Church, and four public schools.

COTTON PICKING IN THE SOUTH.

Pass Christian is a beautiful village, situated just across the bay from Bay St. Louis, and has a frontage on the bay and gulf of about five miles. It is noted for its many fine residences and excellent shell road. It is *the business* town of the coast, and is well supplied with hotels and boarding-houses, six churches and several schools. This town has free delivery of the mail, and mail boxes on the streets.

Mississippi City is the county seat of Harrison county, and just midway between Mobile and New Orleans. The health of this locality is surprssed by no other portion of the South. It is well supplied with hotels, churches and schools.

Biloxi, nine miles east of Mississippi City, is another beautiful village, and has a frontage on both the gulf and bay of Biloxi. It is one of the best patronized resorts of the coast by the residents of the South; has seven hotels, five first-class boarding-houses, six churches and four schools.

Ocean Springs is just opposite and across the bay from Biloxi, and is somewhat elevated, being about twenty feet higher than that place. The medicinal springs in the neighborhood have been largely visited by invalids, and the waters are said to be quite effective in the treatment of chronic diseases. There are several hotels here, the largest being near the shore.

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ST. CHARLES HOTEL, NEW ORLEANS.

Northerners visiting the "Gulf Coast" will receive the kind, courteous and hospitable welcome of its citizens, and will go away improved in health, and with the pleasant recollections of the happy days passed there. The Louisville & Nashville Railway is the Trunk Line from Cincinnati, Louisville, Evansville and St. Louis to principal cities of the South—unrivaled in time, construction and equipment. Solid trains, with Pullman Palace Sleepers, run through without change from Cincinnati and Louisville to all coast stations, and *by this line alone* are they reached.

The men and women who suffer from the sudden changes of atmospheric temperature—whither shall they flee? Many of the denizens of our Prairie State, suffering from catarrh and other incipient complaints indicating a predisposition to pulmonary diseases, are advised by tourists to become residents of Colorado; but while they are getting ready for the journey the startling news comes over the wires that on the ides of November a cold blast from the Rockies congealed even the mercury not only at Leadville, but at Denver; and even at the "Garden of the Gods" the cold was intense. Occasionally we have cold snaps in Chicago, but a region where Fahrenheit indicates thirty-nine degrees below zero ten days before Thanksgiving is not attractive as a winter resort!

THE LEVEE AT NEW ORLEANS.

Favorable reports comes to us, from many localities of the Sunny South. Florida—the land of flowers—has for the last ten years attracted the attention of many as a winter residence. But those who have derived especial advantages to their health by a winter's sojourn in Florida have been compelled to subject themselves to many inconveniences so soon as they attempted to get beyond the immediate environs of Jacksonville, St. Augustine, and a few small villas on the St. John's River. Families and clusters of friends, able and disposed to supply themselves with tents, provisions and camping furniture, and to charter a small vessel, so as to spend daylight on the sound and camp at night on the shore, have found that a sportman's nomadic life, with gun, fishing-rod and oyster-rake, has yielded not only invigorating sport and pleasure, but health and hope, and that, too, after doctors and drugs had ceased to afford relief.

But there are numerous persons at all our great centers and marts of commerce able and willing to spend a month or two of winter in a congenial clime. They seek a place where balmy breezes shall fan them. They wish to ride and walk among the beauties of art and nature. They seek a clime where they can breathe the purest air and at the same time be unburthened by cloaks, wraps and furs. They would take excursions on water or by land without being "cabined, cribbed, confined," out of the reach of sunlight or moonlight, and at the same time enjoy the luxury of pure, fragrant, balmy air. They would be in the midst of the bustle and business of every-day financial and commercial life enough to know every hour of the day or night the news of the world without seeking it or being anxious about its results. At the same time these gentlemen and ladies must have access to a table loaded with every variety of fish, flesh and fowl, and the fruits and vegetables of every quarter of the globe, and all these good things prepared and served by the most skillful cooks and most polite and accomplished waiters known to the age!

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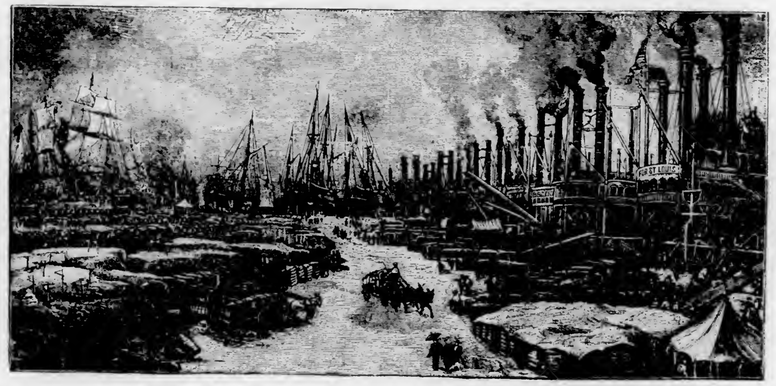

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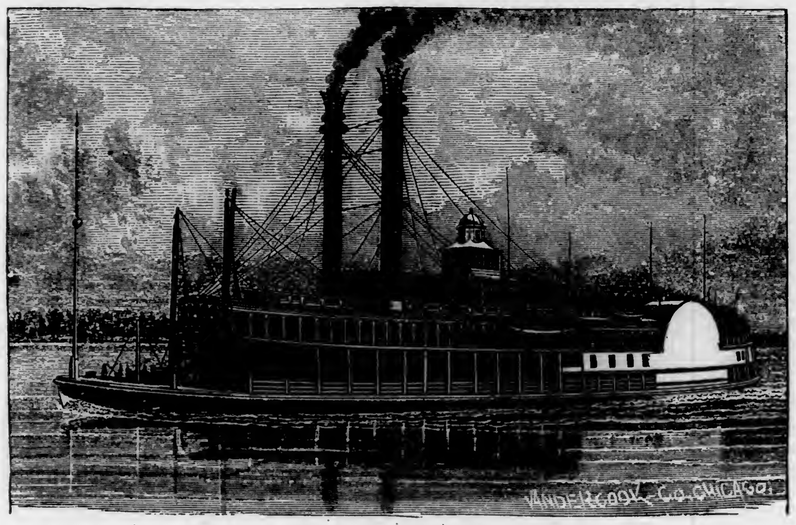
The climate, during more than half the year, is the most equable of any city on the continent. Its crescent front is constantly laved by the rushing, dashing current of the mighty Mississippi, while its streets extend from thence to Lake Pontchartrain. The city's proximity to the Gulf of Mexico gives assurance that all the winds from that direction shall be charged only with purity, health and vigor.

The Crescent City's population is more cosmopolitan than any other of the nation. Louisiana, discovered by Spaniards, settled and long inhabited by Frenchmen, then under the dominion of Spain, and shortly again a part of the Empire of Napoleon—from whom the United States purchased the entire territory. During all these vicissitudes New Orleans



ONE OF THE LARGEST BOATS ON THE RIVER.

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Situated near the mouth of the longest river in the world,—draining the richest soil and most productive valley known to man,—it is natural to anticipate that its merchants combine all the gifts and qualities necessary to give New Orleans a high standing among the first commercial cities of the American Continent.

The early settlers from France did more to introduce and cultivate delicate and savory vegetables, rich and luscious fruits and beautiful flowers into the new world than any other people coming hither. Hence the gardens and markets of New Orleans are among the most beautiful on the continent.

Fish and oysters are abundant near the city, and every good thing cultivated, raised or manufactured within the limits of the great valley of the Mississippi, or furnished near the Atlantic coast, or grown on the tropical islands of the Indies, are obtained fresh and good from the stores and markets of New Orleans.

Add to all the advantages, as a winter resort, the fact that the **St. Charles** and **City Hotels**, and other great hostelries, have a world-wide reputation as being among the best in the world. Their *cuisine*, and their attention bestowed upon guests, combine all the scientific, delicate punctilio of the French with the independent, off-hand, polite abandon of the Southern.

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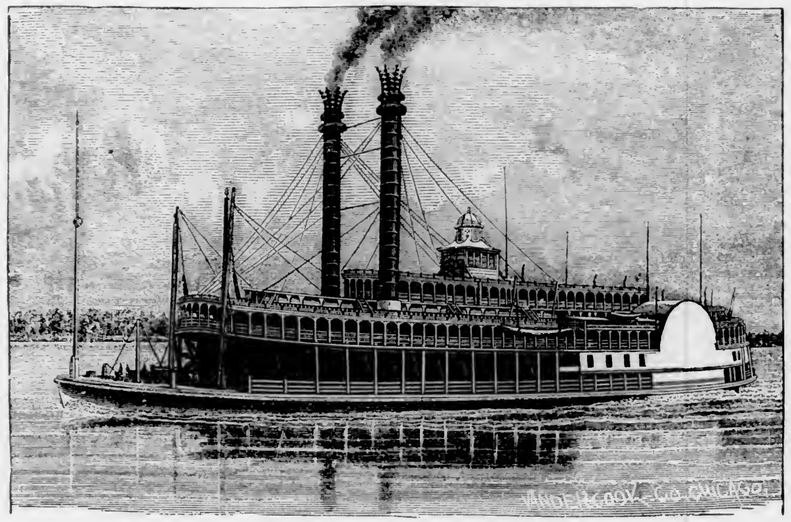

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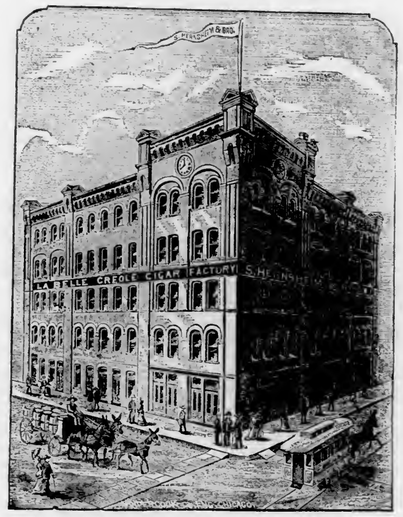

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Every religious denomination on the continent has its representative church in New Orleans. Of course its operas, theatres, play-houses—its beneficiary fraternities, halls, club-houses, as well as its various other unions and societies—are such as characterize the various nationalities that make up the population of this great city.

If visitors desire change of place and variety of scenery, they have numerous routes and means of travel constantly open to them. Canals, rivers, railroads, and charming carriage drives are all attractive. The shell road to Lake Pontchartrain has for a generation been famed as delightful. Steamers on this fine lake offer healthful and pleasant excursions. A trip down the Mississippi to the Jetties—recently completed by Capt. Eades to deepen the mouths of the river—will be more than ordinarily interesting to both the commercial and scientific voyager. An excursion to Biloxi Bay and its islands—an inexpensive summer resort of many from the city and the interior—furnishes a safe and pleasant watering-place for boating and bathing.

But of all the amusements, diversions or celebrations, religious or secular, sacred or profane, which have for more than fifty years peculiarily characterized New Orleans, none have attracted more attention or have called forth notices so extended as the Carnival of Mardi Gras. The "Shrove Tuesday," preceding "Ash Wednesday," the first day in Lent, being the last day of feasting, all good Catholics are expected to confess their sins and on the morrow to enter a forty-day fast. Then till midnight they abandon themselves to every kind of sport, mimicry, music, dancing, masquerades, and comic exhibitions.

Sometimes these are highly classic, but most generally the carnival is made up of fun, frolic, and startling displays of pyrotechnics and unique processions. This carnival has for years attracted to New Orleans thousands, not only from the up-river cities, but many from the first commercial and fashionable centers on the continent. No other city has so long been able, by any means, to attract and interest for more than two generations so many intelligent pleasure-seekers, as has the Crescent City, by its climate, its natural and artistic displays of this great peculiarly European Catholic Carnival.

New Orleans, built on a loop of the Mississippi, retains to this day its historical fascination. Traces of old crusades cling tenaciously to its oriental beauty, and its antique relics of early French and Spanish settlement and national tendencies add a rare charm to the Northern tourist, accustomed to modern styles in all streets and buildings.

Along the river front we find the great marts of cotton, sugar, hides, tallow and oil. Its streets cross the segment of a circle. Up from the levee runs broad, magnificent Canal street, the center of which is occupied by street-car lines, while on either side are broad carriage ways and wide banquettes. A dais, midway, forms a general rendezvous for street-railways. The Clay statue is a handsome ornament, and stands commandingly in the most conspicuous place. Branching from Canal street on the one side are streets so narrow that the storekeepers talk easily across, and beautiful Creole ladies gossip and chatter from opposite balconies—always balconies, everywhere charming balconies. Yet street-cars crowd down the center of these streets that are designated by royal French names of an ancient Bourbon era. And this part of the town retains its Gallic tidiness, a dash of merriment, and refreshing contentment. On the other side of Canal street are fine broad streets, elegant suburban avenues, christened in honor of the nine muses and other heathen goddesses. These avenues are lined on either side by sumptuous residences, fronting on yards gorgeous in loveliness, and equaled in no part of the world save the South. Running across the loop of the river is the renowned "shell road," reaching Lake Pontchartrain, a thoroughfare frequented by mettlesome studs, handsome vehicles, and the *elite* of the city.

The stranger never omits visiting the French market on Sunday morning. This comprises three distinct markets—meats and fish, vegetables and fruits, and bazaar. Everything eatable, wearable, useful and ornamental may be found. French, Spanish, Italian, Dutch—all foreign are represented at the different stalls.

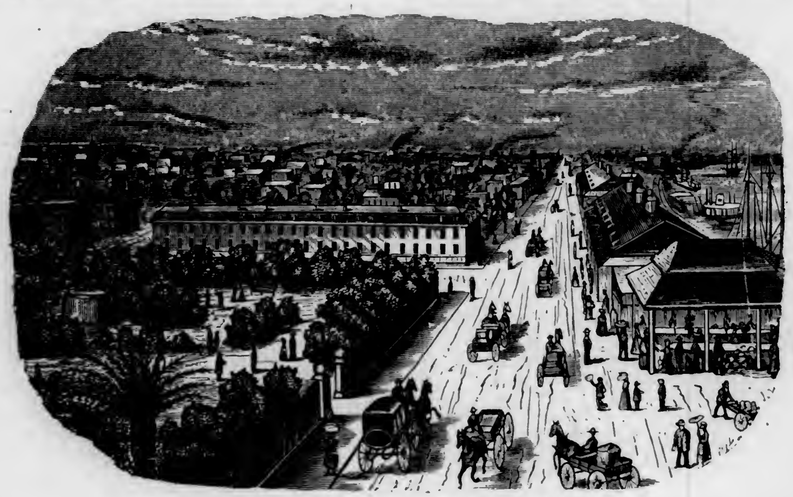
Jackson Square and Jackson Monument are fraught with historic interest. The square is European in design and tropical in production. The gravel and shell walks are bordered with Southern flowers. Vines and evergreens, orange trees, magnolias, bananas, and bright-plumaged birds gladden the lovely enclosure. There are numerous other parks and squares which the tourist will find most alluring.

Carrollton Garden is a delightful suburban resort, reached by the street-cars, where a well-kept hotel may be found. The Spanish Fort marks the spot where Bieville first built his camp-fires. It is now, instead, a pleasure resort, its romance enhanced by the remains the of old battlements and various relics, such as cannon marked 1718.

The New Lake End is yet another Pontchartrain resort. The United States Barracks, Magnolia Gardens, the grounds of the Crescent City Rifle Club, and hundreds of other interesting places, will keep the visitor busy. And then the grand cathedrals, with their solemn, stately music, will afford a rare diversion for Sunday.

But the very time when the city is brimming over with festivity, when the thousands come trooping to witness this gayest of gay cities in the high tide of revelry, is during the Carnival of Mardi Gras.

The Pageants of the Knights of Momus herald the season of merriment with a brilliant display. On the morning of the 10th of February, 1880, the streets presented a bright scene. Masked revelers skipped and danced and walked everywhere. Crowds filled every available space, and the balconies were literally packed. The great King Rex had arrived the day before, brought into port by the elegant steamer Robert E. Lee. The procession was headed by the most harmonious music. The king was costumed as Shalmaneser II., who reigned over Assyria 400 years B. C., and under whose rule the Israelites were led into captivity. The king's retinue sparkled with jewels and rich robes, having arrived from the ancient City of Nimrod. The triumphal cars represented the four elements of creation—earth, air, water and fire.



THE FRENCH MARKET, NEW ORLEANS.

Until six by the clock the merry-making filled the air with mirthful echoes. Then probably the masks were discarded, and then followed a tiny interval of repose, preparatory to the mysterious and beautiful night procession of the Mystic Krewe of Comus.

Night had settled upon the bosom of the earth. From gallery and window gleamed many colored lights, while throngs and throngs waited in trembling and anxious expectancy to witness the march of mighty hosts. Suddenly weird, solemn music comes through the darkness. The great concourse is silent as the tomb. Ah! the lurid glare bursts upon the night, leaping heavenward, higher and higher, in clouds of flame. Through this march the intrepid hosts and the King, Comus, followed by an almost endless processsion of cars representing the various and many stages of the history of the *Aztec people* and their conquests by Cortez. All along the way walk the torch-bearers, while sky-rockets dart like fiery serpents through the air. As the procession passes the several club-houses, their illumination of welcome is magnificent. From the galleries flash meteors of light and the fluttering of delicate handkerchiefs. Presently the marvel is over, and the people on their way. Carriages roll through the streets filled with regally-clad subjects, en route to the royal King Rex ball, the masquerade, and other festivals. And tinkle, tinkle, tinkle, echo thousands of tiny bells, and we see hundreds of fantastic costumes and masked individuals walking over the pavements, intent on revelry. Upon inquiry we learn that they are colored people, in holiday garb, seeking their own masquerade, where they indulge in the most lively flirtations.

No other city in the United States has been able to keep up such an interest in this "Carnival" as has New Orleans. St. Louis made an effort to celebrate the last "Mardi Gras," but it was but a partial success.

INTENTIONAL SECOND EXPOSURE

The New Lake End is yet another Pontchartrain resort. The United States Barracks, Magnolia Gardens, the grounds of the Crescent City Rifle Club, and hundreds of other interesting places, will keep the visitor busy. And then the grand cathedrals, with their solemn, stately music, will afford a rare diversion for Sunday.

But the very time when the city is brimming over with festivity, when the thousands come trooping to witness this gayest of gay cities in the high tide of revelry, is during the Carnival of Mardi Gras.

The Pageants of the Knights of Momus herald the season of merriment with a brilliant display. On the morning of the 10th of February, 1880, the streets presented a bright scene. Masked revelers skipped and danced and walked everywhere. Crowds filled every available space, and the balconies were literally packed. The great King Rex had arrived the day before, brought into port by the elegant steamer Robert E. Lee. The procession was headed by the most harmonious music. The king was costumed as Shalmaneser II., who reigned over Assyria 400 years B. C., and under whose rule the Israelites were led into captivity. The king's retinue sparkled with jewels and rich robes, having arrived from the ancient City of Nimrod. The triumphal cars represented the four elements of creation—earth, air, water and fire.

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THE DANVILLE ROUTE.

CHICAGO & EASTERN ILLINOIS RAILROAD.

THE SHORTEST ROUTE BETWEEN
CHICAGO AND TERRE HAUTE, EVANSVILLE, NASHVILLE, MONTGOMERY, MOBILE, ATLANTA, SAVANNAH, CHARLESTON AND NEW ORLEANS—PALACE SLEEPING-CARS BETWEEN CHICAGO AND NEW ORLEANS—THE NEW ALL-RAIL ROUTE TO TEXAS VIA NEW ORLEANS AND HOUSTON (STAR AND CRESCENT ROUTE).

The completion of the new all-rail route to Texas via New Orleans, and Houston, opens to the tourist and traveler an attractive and enjoyable trip. By this new and popular line, tourists may go South via New Orleans, and return North via Houston, Galveston, San Antonio or the Hot Springs of Arkansas, thus affording a trip to those in search of a mild climate during the winter, unequaled on the continent.

The City of Galveston is also a very desirable place to spend the winter months. Its fine hotels; the most magnificent beach in the world; the choice fish and oysters, and the fine flower and vegetable gardens, render a visit to this Island City a delightful one. The Beach Hotel, situated on the beach, at the end of Tremont street, is now completed, and has accommodations for over 500 guests. The "**Beach**" is the *crack hotel* of the *South*.

Houston, the great railroad center of Southern Texas, is also interesting, and a visit to the many cotton compresses and factories will be found enjoyable. One of the finest hotels in the South (the Capitol) has lately been finished, and will be open all the year.

Austin, the capital of Texas, is beautifully situated on the Colorado River, has several good hotels, and is well patronized by people from the North during the winter months.

Sour Lake, Texas.—The surroundings of this wonderful lake had never been improved until the present enterprising proprietor, Mr. Willis, took charge of the place. The area of the lake is somewhat over two acres. The water is sulphurous, aluminous and ferruginous, and is used for bathing purposes as well as drinking. It is regarded as a specific for rheumatism and cutaneous diseases. For scrofula and skin diseases of any description it is a complete cure, and will prove to be more beneficial than even the celebrated Hot Springs, Las Vegas, or springs of equal renown. There is an oil that rises upon the surface of the waters of Sour Lake, that is possessed of wonderful curative properties, and it has been demonstrated in many cases that it clears and beautifies the complexion as nothing has ever done before. It leaves upon the face the unmistakable glow of health, which can never be successfully imitated by cosmetics. The tourist should not fail to stop over at this point.

RAILWAY SCIENCE AND ART.

Nineteenth century art keeps unfaltering step alongside of nineteenth century science. They are inseparable; and modern railway science, in devising means to procure and make permanent the railway essentials—speed, safety and comfort—is aided by art in making the passengers' surroundings more elegant. Quite naturally the graphic arts are called into play in putting announcements before the public in a manner that will attract, not repel attention. And while these announcements are kept well within the boundary of truth, and strictly avoid the questionable method of the circus man (in having his best show on posters and handbills), untold good-will have been accomplished, in that thereby is created a laudable desire to travel, to know more of Nature in its multitudinous phases, to enlarge our knowledge, thus more fully filling our mission. A thorough knowledge of the character and resources of the

country penetrated by the Galveston, Harrisburg & San Antonio Railway system is all that is required to convince the unprejudiced mind that it is not only the most economical and advantageous, but that it is the vastly superior through route, in all respects, in the Lone Star State. In no country has Nature been more lavish in her precious gifts than in that portion of Texas through which this line passes. For nearly the entire distance from Houston to Eagle Pass, on the Rio Grande, it traverses the richest agricultural, horticultural and stock-growing sections. The climate is unsurpassed in the South, fanned as it is constantly by the Gulf breezes. Death-dealing malaria is unknown. Its favorable location, its superb roadbed and track, its solid and safe bridges and culverts, its elegant equipment of passenger coaches and palace sleeping-cars, places the G. H. & S. A. system first among the railroads of Texas.

WINTERING IN THE SUMMER-LAND.

Probably, when Bryant wrote that "the melancholy days have come, the saddest of the year," the youthful poet was shivering in his native Massachusetts hill-town, with the thermometer in the twenties, or thereabouts. Evidently he was ignorant of the fact that Texans have no melancholy days, no sad ones in the year; no days of fog and rain and sleet and chilling wind combined; no days when travel is impeded for a time by heavy snowfalls; no days when the lines that divide the rich from the poor are very closely drawn, and many lives go out from actual want or piercing cold. In Texas all the months are sweet with flowers, the sky is blue and clear, the forests adorned with evergreens, and winters bear the breath of northern Junes.

Thousands who have the means to travel,—especially those residing in the cold climates of the North and East, and who wish to avoid the extreme winters, lasting about seven months of the year, and who are in search of a more genial clime—would do well to visit this section. Many valuable lives can thus be saved and many prolonged. Those suffering with pulmonary affections, rheumatism or kindred infirmities, will be cured or relieved by spending the winter months in any resort reached by the G. H. & S. A. railway system. The atmosphere is as pure and balmy as that of Italy; its climate is dry and invigorating; its numerous springs are pure and sparkling; summer flowers bloom in the gardens during the winter; in and about the cities are easy and delightful drives; hotels and private residences offer all the conveniences and luxuries that are found anywhere, either North or East. Spend a winter in the modern Eden.

WINNING WORLDLY WEALTH.

The keen and intelligent foresight of its projectors and the enterprise and zeal of the managers of the G. H. & S. A. railway system have brought Texas into a marked and enviable prominence as a railway State. To these men belong the credit of giving to the world at large a new empire of trade, commerce, industry and agriculture, by the construction and prudent management of this grand highway, whose main line and branches, extending sixteen hundred miles, traverse the most fertile and precious land on God's footstool—verily the modern Eden—putting the searcher after mineral wealth, the agriculturist seeking tho most productive soil, the capitalist who would safely invest the earnings of a lifetime, or the invalid yearning for relief, each within easy reach of his heart's most fond desire.

Cotton, corn and cattle, the great money products, can be produced together nowhere but in the great Southwest, where are lands and homes for everybody—private lands, public lands, school lands, railroad lands—at low prices and on the easiest terms; where there is no lost time, no increased expense, no uncertain results, on account of long and rigorous winters and short and capricious summers.

Texas is an empire mighty in agriculture, minerals, and commercial wealth. Its railroads will soon span the continent and its influence extend from ocean to ocean. Its equable climate, rich soil and variety of staple products are unsurpassed. Here labor finds the highest reward and capital the surest investment. Enterprise, in every department of life, is sure of permanent support and satisfactory return.

A PEN PICTURE OF "SUNSET" SCENERY.

At the moment that you start westward on the G. H. & S. A. Railway, the landscape salutes you in all the loveliness of a blossoming prairie in its first luxuriance of green under the tender early sun. The flowers are numberless. When you have counted a couple of dozen varieties, you find you have only begun. Here the painted-cup makes the great reaches gay, here yellow indigo stars them, and presently lends them its color, leading away into the boundless horizon a Field of the Cloth of Gold; here it is scarlet with the scarlet phlox, here blue with the verbena; here the lilies, with their long snowy filaments wondrously alive, whiten all the windings of an unseen brook; here, clothed in the priceless small clover, and greener than Dante's freshly broken emeralds, beneath vast and hollow heavens, and "moulded in colossal calm," the naked prairie rolls away, league after league, unbroken to the gulf. Oh, the glory of a Texas prairie under a vertical sun! the light, the color, the distance, the vast solitude and silence, the limitless level, the everlasting rest! A flock of white cranes rise flashing in the light and soar away; a mirage lifts the lofty timber that outlines a distant river, and shows you the stream shining beneath, shaking silvery vapor at its feet; in the creek beside you, fearless blue ducks dip and dive and skim away, scattering the water-drops; a drove of horses, rising from beds of sunflowers, with flying manes and tails, go bounding into space; vast herds of cattle crop the clover without lifting their heads as you sweep by; riders are rounding up their droves, hawks are hovering, birds are singing, winds are blowing, and what seemed only solitude and silence is full of life and action and music. Now the forests of the Brazos begin to rustle; cypress and magnolia, linden and locust, ash and beech and elm, hickory and black-jack, dense to darkness, yet trembling with dew and sun, laced with gay vines of trumpet and passion flowers, and with huge ropes of blossoming grape slung from tree to tree, thick with undergrowth of dogwood and redbud, wild peach and cane, and their great dark live-oaks wrapped in the fantastic shadows of a thousand gray swaying cobwebs, and standing weird and awful in their Druidical beards.

FROM THE GULF TO THE GOLDEN GATE.

The experienced traveler knows full well what is meant when it is asserted that the G. H. & S. A. railway system runs the longest continuous sleeping-car service in the world, one of the many points of acknowledged superiority which place this among the few popular trunk lines. It plainly means that the passenger having seated himself in his section in the palace-car—a parlor by day and a series of enticing beds by night—rides in that identical seat or sleeps in that same bed during the entire journey from New Orleans to San Francisco. By other routes the passenger is frequently aroused from his slumbers in the "wee sma' hours," to obey the inexorable order to "change cars!" In this as in other points of excellence the G. H. & S. A. management aims at the highest standard.

If you contemplate a trip to San Francisco, San Antonio, El Paso, Los Angeles or other Western city, and desire to make an expeditious journey, this line should certainly be selected, as it offers all the advantages of modern railway equipment, employs experienced and courteous attendants, and passes through the modern Eden. At every turn some memory or association concerning the Holy Land arises; and the traveler, at ease in elegant surroundings, looking on green pastures, as the sweet and sudden dusk follows sunset without twilight there, can well give thanks, saying, "For the Lord thy God bringeth thee into a good land, a land of brooks of water, of fountains and depths that spring out of valleys and hills; a land of wheat, and barley, and vines, and fig-trees, and pomegranates; a land of oil, olive and honey; a land wherein thou shalt eat bread without scarceness, thou shalt not lack anything in it; a land whose stones are iron, and out of whose hills thou mayest dig brass."

HARBORING IN HAVENS OF HEALTH.

Sceptics desirous of being convinced of the fact that the climate of Western Texas is equal in salubrity and healthfulness to any in the world, have only to consult the United States Census Reports of the Signal Service Observations, or any scientific work on climatology; an honest perusal of these would certainly satisfy the most incredulous. We give the mean standard thermometer as observed for the six cold months: November 58.73, December 55.76, January 49.59, February 58.72, March 64.50, and April 67.67 degrees.

It is an interesting fact that the inhabitants of Western Texas are free from pulmonary diseases—a truth noticed even in its first settlement in the seventeenth century. No such diseases can originate in that section of the State, while many who go there suffering from lung affections often experience a perfect cure or prolong their lives for years in comfort. Marked instances of this have become widely known, and the general passenger department will with pleasure answer any questions in regard to persons who have been thus almost miraculously cured, giving names and addresses of ladies and gentlemen of wealth and culture.

It is further stated that invalids in an advanced stage of consumption will find almost any desired temperature near San Antonio, securing a beneficial change by going to higher altitudes, so easily reached by the G. H. & S. A. Railway. Such health-seekers will receive from the medical practitioners of San Antonio the most reliable and trustworthy advice.

Many an invalid in the first stages of lung disease would be cured by camp-life, by sleeping in a tent, and pursuing outdoor sports; and many who make an experiment of frontier life soon delight in their wild freedom, and learn to enjoy a venison steak, a trout, a wild turkey, a partridge or prairie chicken, simply prepared by the camp-fire, in preference to all the luxurious dishes by any "cordon bleu." The reward for such a hardy experiment is almost invariably a recovery of strength; and the bloom of youth returns with the bronzed cheek, and health with the muscular chest and clear eye.

SAN ANTONIO AND SOUTHWESTERN TEXAS.

San Antonio is like nothing so much as the little African town of Blidah that Eugene Fromentin comes upon in the midst of the desert, set behind jalousies, among gardens and fountains, smothered in roses, and sung to by nightingales. On a more enchanting spot the eye of poet never rested. There is probably nothing like it in America. Four days ago you left snow under the windows at home, now your room is full of roses; and as you go out and about, you find the town one wilderness of roses, a very Vale of Cashmere.

HEALTHFULNESS.—The elvation of San Antonio is 625 feet above the sea. Its atmosphere is as pure and balmy as that of Italy, and the water so pure and sparkling that fishes may be seen sporting at the bottom of deep streams. These are the elements of healthfulness. They are the essentials which a winter resort must have to be of value.

PULMONARY AFFECTIONS.—The entire freedom of Western Texas from pulmonary diseases has been noted ever since its first settlement in the seventeenth century. No such affections have ever originated in this country, while all who go there, suffering from them, either experience a perfect cure, or prolong their lives in comfort. Marked instances of this have become current anecdotes.

MONTEREY, MEXICO.

THE INVALID'S PARADISE, AND WHERE TO GO THIS WINTER.

PERPETUAL SUMMER.

Monterey, Mexico, is an almost metropolitan city of nearly 50,000 inhabitants, with its Thermal Springs, situated about 2100 feet above the sea-level, with a climate unsurpassed and a temperature whose variation does not exceed thirty degrees during the entire year; where the atmosphere is dry and pure, possessing electric properties of the very highest degree, and where malaria is unknown. This charming city lies at the base of and is nearly surrounded by the Sierras, or Mother Mountains, whose hoary heads tower far above the cloud region, presenting to the eye at once scenes of imposing grandeur and beauty, more especially when the god of day is about disappearing from the azure vault, veiling the grand old mountains in a hazy light, and shading the fleecy clouds which idly float over their summits in the most gorgeous colors, such as can only be described by the poets of sunny Italy. Here the invalid—secure from the cold, damp winds of the rigorous northern climes, and the damp, foggy regions of the southern coast, hitherto sought by the invalid, more especially those suffering from diseases of the chest in all its various forms—may find a resting-place, whose cool, invigorating mountain air is so happily tempered by its tropical sun, rendering it above all other places on this continent the most inviting to the invalid. The nights are always delightfully cool, and the weary invalid may enjoy that greatest boon—sweet sleep—in an atmosphere whose purity is only sullied by the fragrance of the orange and lemon and the countless hosts of flowers which ever bloom, dispersing their sweet-scented perfumes even to satiety.

Nature—as if to complete and perfect Monterey as a sanitarium, in addition to her magnificent climate the year round—has placed, within a distance of three miles, and at the foot of one of the grand old Sierras, whose venerable peak rises far above the storm cloud, a series of thermal springs, whose curative properties are now, and have been in past ages, held in the highest veneration by the native Indian, and in succeeding years by the haughty Spaniard, who came from the most remote parts of the empire to be healed of his infirmities; and so great was their fame that they were known as the *ojas segradas*, or sacred waters. There is a tradition among some of the oldest natives that they were made so by the priests of the Royal House of Montezuma, in order that one of their princes might be cured of a grievous malady which had baffled the skill of their most profound physicians, but which happily yielded to the use of these waters. It is still said that at certain times, as if to perpetuate the memory of the event, the mountain peak becomes surrounded by golden clouds of surprising beauty, and mighty voices, like the rumbling of distant thunder, are heard in the bosom of the mountain, and from its crevices issue a white smoke, while the springs are much agitated.

The result of the analysis shows a large percentage of organic salts held in solution greatly in excess of what is found in most known springs, and approaches in composition somewhat the springs of Arkansas, although much richer in medicinal qualities. The diseases most benefited and cured are rheumatism, gout, scrofula, diseases of the liver and kidneys, dropsy, and chronic diseases of a private nature, in all forms and complications. And in the diseases of woman they have proved wonderfully effective, especially in the chronic forms of ulcerations and inflammation of the uterus, sterility, etc. The second spring called the Sulphur Spring, is of immense volume, and a qualitative analysis shows it to contain white sulphur, silica, arsenic, sulphuret sodium, sulphuret magnesia, sulphuret potash, and sodas. There are a great many other springs possessing superior medical properties. In the treatment of chronic diseases of a private nature, and many other diseases, they are infinitely superior to the Hot Springs of Arkansas. In all affections of the respiratory organs too much attention cannot be bestowed on the selection of climate, on account of the irritating influence of ozone

on the air passages, and this gas forming one of the constituents of the south wind from the ocean, it is desirable to reside at from one hundred and fifty to two hundred miles from the Atlantic sea-board, and in a temperate climate with sufficient elevation. Extreme cold is not objectionable, but sudden changes are always injurious. *MONTEREY is emphatically the INVALID'S PARADISE and the PLEASURE SEEKER'S RESORT.* Dr. Jose Eluterio Gonzalez, the most eminent medical authority in Mexico, says that "in my opinion the Thermal Springs of Monterey have no rival for the cure of nervous, venereal and rheumatic diseases. Many years of practice have enabled me to demonstrate their beneficial effects. A careful analysis of the water shows chemical properties in large proportions. The fine climate and dry atmosphere are all that could be desired for those in search of health."

And certainly no country possesses such a number and variety as North America, many of whom are well known and acknowledged to be of wonderful efficacy. The benefits to be derived from the proper use of thermal waters are various, and only to be obtained in full when employed by those who are conversant with their effects at different temperatures and on differently constituted persons and different forms of diseases. It is a well established fact that water at a certain temperature becomes one of the most powerful solvents, there being no substances, in either the animal or vegetable kingdoms, capable of resisting their final solvent powers, as are, also, many mineral compounds. Thermal water, therefore, may play a very important part as a remedy in many diseases, such as belong to the group of gout and rheumatism, and their kindred diseases, where the blood becomes loaded with certain morbific compounds, as well as certain tissues, more especially in the regions of the joints, for which it seems to have a special affinity, and there demonstrates its presence in a violent manner by the pain it induces. It would seem that these points are almost reservoirs for the surplus morbific matter over and above what is carried off by the skin and kidneys. In proof of this, we often find deposits of lime in and around the various joints of gouty and rheumatic subjects. The list of diseases that are either completely cured at these springs, or immensely benefited, comprise all the different forms of gout, rheumatism, scrofula, neuralgia, paralysis and chronic inflammations of the lymphatic glands. Chronic diseases of a private nature, in all their various forms, may be treated at these springs with far greater success than at any springs yet known in the world, from the fact that thousands of cases have here made recoveries from the use of the waters alone. This I learn from physicians of standing and other reliable sources, and some I have seen myself, which fully corroborates the statement. Skin diseases are cured here of the most obstinate kind. This can be readily accounted for from the fact that one of these springs is highly impregnated with white sulphur and arsenic and potassa; and in such high repute was it held that the Emperor Maximilian ordered an analysis of it by one of the distinguished *savants* who accompanied his ill-fated expedition. I have been unable to find a history or analysis of any other similar to it in the world. There is no doubt but that it is to its peculiar mineral properties it owes its wonderful curative powers. The various diseases peculiar to women, which have resisted the treatment of many able surgeons and physicians, can be cured or relieved by the assistance of these waters, with proper treatment, medical or surgical, if requisite. Catarrh, the most implacable and persistent of all the diseases of the mucous surfaces, from which thousands of persons suffer, particularly in the more western parts of this country, especially those occupying the high altitudes of Colorado, New Mexico, etc., from the dry, warm air alone find immediate relief. In short, nearly all the diseases which swell the catalogue of human miseries, and are susceptible of cure, may find it here.

No other resort on the continent can produce such a variety of diversion for the invalid or the pleasure seeker—something to see and somewhere to go every day. Everything is new and novel, the beautiful city, with its thousand attractions, interesting the stranger; its gardens, baths, ancient churches, unique architecture, and its plazas, where oranges, bananas, roses and jasmine grow, and marble fountains cool the air, where seats in bowers of beauty suggest seclusion and repose; while around the great mountain chains close in and great peaks and cliffs lift their awful forms on either hand, and the grandeur of nature in the sublime attractions of mountain scenery appear on every side; the numerous points of interest in the suburbs, easy of access by means of street car or carriage, short tours through the valley or the mountain range—the whole combining to make a trip to Monterey not only a most enjoyable one, but both interesting and instructive. The recent extension of the MEXICAN NATIONAL RAILWAY to Monterey, in its onward march to the City of Mexico, has awakened such an interest in the development of these springs as will soon make them the most famous resort in the world.